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American Railroad Journal.

New York, Saturday, October 11, 1873.

Who shall Control our Railroads?

We think the signs of the times clearly portend that a radical change is impending in the management of the railroad system of the country. Precisely what that change may be, or just how it will be effected, it is as yet too early to predict.

We are sure, however, that we hazard nothing in saying that the Grangers, as they are called, the farmers of the country, are destined to play a most important part in effecting that change, whatever it may be. That large and influential class of our people, aided by several others scarcely less numerous and important, will, when united, be almost omnipotent, when they come to make their demands upon our several Legislatures for enactments bearing upon and restraining railroad corporations. These Grangers, or associations of farmers, are already quite numerous, especially throughout the West, are rapidly multiplying there, and are indeed spreading throughout all the States. Like many other popular uprisings occurring in our day, the farmers in the flush of success will, we fear, make demands for such

severe legislation as will, if allowed, not only depreciate greatly the value of railroad property, but seriously impede their operations and progress, and consequently impair their usefulness as public carriers. It is the duty, we think, of those who foresee such a calamity, to sound the note of warning in time, and to urge moderation on both parties in the forthcoming contest.

That hostile legislation will be invoked to restrain and regulate the companies in their operations and charges, there is not the shadow of a doubt. But, in our opinion, separate State legislation will only make the matter worse.

Standing as an impartial adviser between the parties, we suggest that they mutually agree to submit the whole matter at once to the arbitration of Congress; for that body, in our opinion, is the only one competent to deal adequately and justly with the whole subject. To that it will finally come, rest assured. There are besides, many reasons why our State Legislatures better not touch this subject at all. The National Legislature can alone deal properly with the subject; and that this body has ample power to do so, under the clause of the Constitution investing it with power to regulate commerce and navigation, as well as intercourse between the States, we have not a shadow of doubt. Such a tribunal would, no doubt, do justice to both parties, and be of service to neither, while its enactments, emanating from the highest legislative source in the land, would command respect and be the more readily acquiesced in by everybody.

Therefore, believing that the solution of this most important problem should and will devolve finally upon Congress, we cannot perhaps do a better service than to give a short synopsis of the English act of Parliament on the same subject.

That Government has taken the bull by the horns in assuming complete jurisdiction of all matters whatever between the railway and canal companies and the public. The act of Parliament referred to is new, and went into operation on the first of last month.

It would appear that the action of the British Government was somewhat precipitated, if not directly induced, by a threatened fusion of several of the great railway lines of the Kingdom.

The prospect of a huge monopoly considerably burried up things. So a joint committee of the two Houses was raised to examine into and report upon the subject. During numerous sittings a vast amount of testimony was taken, and a report thereon made, embracing all the chief features of the law under which the existing commission was appointed. It was found by the committee that no tribunal in the country possessed the requisite qualifications and powers for treating adequately the various questions of passenger and goods rates, competition, consolidation, extension and general protection of the public; all which and many others would come before this new court for adjudication.

The Board of Trade have not proper judicial functions; all the law and equity courts were sadly deficient in the requisite practical knowledge of the subject, while a Joint Committee of Parliament would possess no permanency. So from sheer necessity, an entirely new tribunal had to be established, and the result was the present commission, whose members are appointed by the Government. These are, Sir Frederick Peel, Mr. Price, formerly a member of Parliament from Gloucester, and a Mr. McNanara, a lawyer, appointed on account of his reputed knowledge of all laws relating to railways, this latter being a requirement of the organic act.

This tribunal is to be assisted by two assistant commissioners, and also by such assessors as the commission may elect, and may be removed for good cause shown, by the Lord Chancellor.

Every member of the commission is obliged by law, within 21 days after his appointment, to sell all shares of Railway or Canal stocks he may possess; and he is inhibited from buying any during his official incumbency. Besides, should any such property vest in him during that period, in any manner whatever, he must proceed to dispossess himself of it in the manner before stated.

From a casual glance at a synopsis of the act, as we find it in our English exchanges, the functions of this commission are novel and somewhat extraordinary. Whenever any person, in a written complaint, charges a canal or a railway company with extortion or violation of law, the commissioners are required to demand an explanation from

the offending party. And whenever any dispute arises between any two companies this tribunal must proceed to adjudicate it.

They have full power to examine and settle all questions arising under the laws respecting through traffic, way rates and the like; and they can define what is, and what is not reasonable time and facilities, for receiving, forwarding, delivering, storing and handling of goods, and also what is improper preference or favor to any person or company, and the remedy therefor.

The hearing and settlement of all sorts of complaints by local authorities is also provided for, as well as the regulation and publication of rates and terminal charges, where the same are not previously fixed by law.

This Commission is also authorized to prohibit or restrict all engagements or contracts whereby the ownership or control of any canal may be given up to a railroad company, and vice versa. Maintenance and good repair, with fullest facilities for business on all these throughfares must be insisted on by the commission.

They are bound also to determine all questions of both law and fact; can enter upon and examine any railway or canal property; may command the attendance of witnesses, and proceed to their examination under oath; can compel the production of books and papers, and punish for contumacy or contempt in the same manner as a court of law.

Thus it will be observed that Great Britain has really started out on the experiment in legislative control of her canals and railways. The law enacted for the purpose, as well as the tribunal created by it, are novel and almost radical. If the experiment fails, it will not be for the want of ample power and jurisdiction.

While these and similar questions are becoming subjects of lively discussion among us, the result of the present attempt at Parliamentary control over the subject in Great Britain, will be awaited with the deepest interest; and if the great question of railway control among us must be entered upon, we suggest it would be well before starting out upon an untried experiment in matters of such magnitude, to wait awhile and carefully note the working of the new system among our British cousins across the water.

Pennsylvania Railroad.

The Pennsylvania Railroad Company furnishes the following figures of the earnings for the month of August and for the eight months of the year, compared with the earnings in the same time last year: Earnings in August, 1873, \$1,996,133 15; same month last year, \$1,862,100 45; increase, \$134,032 70. Earnings from January 1, 1873, to September 1, 1873, \$16,252,705 02; same period last year, \$14,148,624 32; increase, \$2,104,080 70. The same ratio of increase for the remainder of the year will show an increase for 1873 over that of 1872 of more than three millions of dollars. The loan recently so satisfactorily negotiated by the company in England, is sufficient to liquidate all the company's current liabilities, leaving entire the large and steadily increasing net revenues to the payment of interest and the usual semi-annual 5 per cent dividends, which, at present, there is no reason to doubt will be continued.

Ship-Building in Delaware.

The Wilmington, Del., *Commercial* says that the steamer *Johns Hopkins* was launched on the morning of the 1st inst. from the yards of the Harlan & Hollingsworth Company in that city, and then adds—

This vessel was built for the Merchants and Miners' Transportation Company, and will ply between Baltimore and Boston. She is named after Johns Hopkins, of Baltimore, a stockholder in the company, who by his munificence and philanthropic donations from the immense worldly fortune of which he is possessed, is familiar to many of our people. The *Johns Hopkins* is a fine propeller steamer, 250 feet long, 38 feet in depth of hold, 28 feet in breadth of beam and of 1,800 tons burthen. She has three decks; is built in five watertight compartments, and is schooner rigged. Her machinery will consist of one inverted, direct acting, surface condensing, propeller engine, with cylinder 60 inches in diameter and 40 inch stroke. Her propeller wheel is 13 feet 3 inches in diameter, and has 21 feet pitch. The steam will be generated in two tubular boilers. Steam hoists will be built at the hatchways, and steam attachments will be provided for working the windlass.

The *Johns Hopkins* is the seventh steamer of the line for which she is building. Of these three others—the S. R. Spalding, built in 1859, the Ben DeFord, in 1860, and the William Crane in 1871—were constructed by the Harlan & Hollingsworth Company, while the three others were built in Eastern cities. It is a significant fact, however, in connection with the ability of the Harlan & Hollingsworth Company to turn out strong and satisfactory work that the whole of these last orders should be given to them.

[From the Boston Journal.]

Vermont and Canada Railroad.

STATEMENT OF THE DIRECTORS.

Parapatory to the annual meeting of the Vermont and Canada Railroad, which occurs at White River Junction, Vt., Oct. 16, the directors of that corporation have got ready a long statement to the stockholders, with full details concerning its lease and the operations of the receivers. They review the history of the road since the lease was given, and charge that the receivers, by unwise cases of undesirable roads at excessive rates, have gone heedlessly into debt, and that their contracts with the car companies were expensive for the road, and very remunerative to the companies, among whose proprietors were the managers of the road. They state the increase of the debt in five years at \$3,495,813 08, being at the rate of \$700,000 yearly, or more than the entire earnings of the company. The receivers, according to the directors' statement, finding the earnings insufficient to carry the burden they themselves had added, denied the prior right of the stockholders to the rent, with the intention of first providing for the debt they had contracted. Upon this the directors appealed to the chancellor of the court in Vermont in which the old suit was brought, for an order on the receivers to comply with the provisions of the decree directing them to make payment of the rent from the net earnings. The application was withdrawn after being practically denied. The directors then made an application for leave to sue for the rent to the court appointing the receivers, but the application was denied. The after attempt of the directors to negotiate with the Central Vermont Railroad Company was met with the statement that they would not be prepared to negotiate until they had first acquired such a status as might be gained through the receivership which they expected to obtain. Con-

cerning the condition of the road itself, the directors say:

"The railroad belonging to you in Vermont is sixty miles or more in length, extending from Burlington and Essex Junction (where it connects with the Vermont Central road), on the south, to Canada line and Rouse's Point, N. Y., where it reaches the Ogdensburg road on the north. In construction it is first-class in every respect; its grades nowhere exceed forty feet to the mile. It has two long and expensive bridges crossing Missisquoi Bay and Lake Champlain. The stations, workshops, building and grounds at St. Albans are of the most commodious, extensive and expensive kind, the value of which alone is not less than half a million dollars. The station at Burlington is also a large and fine structure; and you also own there very extensive and valuable wharf property along the lake shore; and we have no doubt that your railroad is capable of earning, and is now earning, though you do not receive it, a handsome income upon its present capital, and that it has a permanent value fully equal to the amount of the capital stock; and we know of no reason why you need to suffer any ultimate loss on your investment, if you shall firmly assert your legal rights and not be alarmed at the temporary denial of them thus far without the authority or sanction of any court or chancellor. The incidental expenses of the Vermont and Canada Railroad Company for some time past, payable to you (according to the decree), from the earnings of the Vermont Central line, have not been paid by the receivers. The amount so in arrear at this time is \$8,250, and temporary provision has been made therefor by giving the notes of the treasurer, thereby creating a debt against the corporation to that amount."

On Tuesday the 14th, an informal meeting of the stockholders will be held at Union Hall, 300 Washington street, to give those who are unable to be present at the Vermont meeting an opportunity to act together.

The Flour and Grain Trade.

During the month of September the receipts of grain at this port by lake (including flour reckoned as wheat) were 12,889,001 bushels, an increase over the corresponding period of 1872 of 3,262,502 bushels; when they were 9,126,499 bushels. From the 1st of January to October 1 the aggregate receipts were 49,588,508 bushels—an increase over 1872 of 7,028,889 bushels, the figures of that year being 42,559,679 bushels. This exhibit shows greater receipts than have been known for many years—certainly during the last decade—in either the monthly or season's business.

The export of grain by canal since the opening of navigation to October 1 (exclusive of flour, 3,030 barrels) were 34,290,496 bushels; as compared with the corresponding period in 1872, viz., 33,855,134 bushels, they show an increase of 945,362 bushels. The shipments of grain this year compared with 1872 exhibit a decline of 9,406,275 bushels of corn, 1,663,777 bushels of oats and 271,268 bushels of barley; and an excess of 11,784,503 bushels of wheat and 492,179 bushels of rye. If the oat crop of 1872 had been equal to that of 1871, the condition of the corn of 1872 up to the standard of 1871, and the barley movement of 1873 had commenced, doubtless our lake receipts would have been greater, and our canal commerce would have attained much larger proportions.

The receipts of canal tolls at this place for September were \$269,585 24, against \$246,979 99 in September, 1872, showing an increase of \$22,605 25. The tolls from the opening of navigation aggregate to October 1, \$1,008,892 84—only a small decrease of \$15,508 85, as compared with 1872, when the figures were \$1,019,401 19. The number of boats cleared in September was 1,661, and from opening of navigation to October 1, 6,460; showing an increase for the month of 151, and for the season thus far of 191.

Canal freights to New York opened at 10 $\frac{1}{2}$ c. on

wheat and 9½c. on corn; gradually advancing to 13c. and 11c. on the 19th; from the 20th to the 24th wheat was shipped at 14c. and corn at 11½@11c. and from the 26th to the 30th inclusive at 12c. and 10c. respectively.

Lake freights declined about the middle of the month; coal was taken to Chicago at \$1 per ton, and in some instances even at a lower rate.

The export movement from our elevators, by the Central and Erie Railroads, from January 1 to October 1, aggregated 7,220,835 bushels of grain of all kinds—showing an increase over corresponding period of 1872 of 1,608,149 bushels.

The receipts at Buffalo by the Lake Shore and Michigan Southern Railway for the three months ending October 1 aggregated 397,700 barrels of flour and 5,161,800 bushels of grain of all kinds.—*Buffalo Courier.*

New Haven, Middletown and Willimantic Railroad.

An adjourned meeting of the first mortgage bondholders of the New Haven, Middletown and Willimantic Railroad was held at the office of Hatch & Foote, No. 12 Wall street, New York on the 2d inst. The committee (Messrs. Sands, Camp and Anderson,) appointed at the last meeting to examine into the condition of the railroad reported that the road was found to be in good order, except that ballasting is required from Middletown to Willimantic, the average cost of which will be \$250 per mile. The base and feet of the trestle work need filling in to protect them from frost. The ironwork of the valuable viaducts needs painting and cleaning to prevent it from rusting. These matters would require an expenditure of \$5,000. Some other alterations are needed, involving an expense of \$4,550—the total amount needed being \$19,550. The road is almost destitute of rolling stock, and entirely unable to meet the requirements of the local business. With a suitable equipment they would obtain large freightage in stone, lead, tin, brass and coal. The road is now able to run, beside the local trains between New Haven and Middletown, only one train per day between Willimantic and New Haven. Under these circumstances the road derives no benefit from through travel or business. At Willimantic, the Hartford, Providence and Fisbkill, the Boston, Hartford and Erie, and the Air Line all converge; and the committee are satisfied that the Air Line must in time attract to itself a large and remunerative business. The rolling stock required to equip the road—part of it this Fall and part in the Spring—is fifty flat freight cars, forty box cars, six passenger cars, two engines and one baggage car, costing in all \$184,500. With this equipment the committee believe that the earnings of the road could be doubled in six months, and that in two years time it could earn the interest on its first mortgage. The gross receipts for September were from seven to nine thousand dollars. The current revenues will probably enable the trustees to complete the deficiencies of its construction. The rolling stock, however, can only be supplied by those directly interested in mortgage bonds of the road. The committee recommended that a committee of three be appointed, to be known as the equipment committee of the New Haven, Middletown and Willimantic Railroad, to solicit and receive from the first mortgage bondholders and other interested parties such sums as they may be willing to contribute; the committee also to confer with the administrators of the road and purchase such

rolling stock as might be deemed proper. The committee may make such arrangements as they may deem prudent for leasing the rolling stock to the administration of the road, stipulating for suitable compensation for its use for annual percentage, payment of its cost, and for an eventual transfer of the title to the rolling stock after the same shall have been fully paid for. All subscribers are to share in the moneys received by the committee in the proportion which the amount paid by each subscriber shall bear to the whole amount subscribed and paid for. The committee shall make no purchase or contract beyond the amount of subscriptions actually paid in; nor shall they have any power to bind the bondholders on account of any contract. No subscriptions to the said equipment fund to be binding until the sum of \$50,000 should be subscribed.

The report and resolution were adopted, and Messrs. Hatch, Watson and Goudy appointed as the Equipment Committee.

Messrs. D. B. Hatch, A. M. Colgrove, A. E. Anderson, Samuel S. Sands and John N. Camp were appointed an advisory committee to confer with the trustees of the second mortgage who are now managing the road.

The amount of bonds represented in the meeting was \$1,061,000.

The Iron Export from Great Britain.

An official statement of the export of rails from Great Britain for the month of August, and for eight months ending August 31st, 1873, when compared with corresponding returns for 1871 and 1872 confirms in many ways, the statements already published of the growth of the iron industry of this country. The strikes in the coal mines of England, and other causes, have injured the general business, but as the loss has been mainly in exports to America, the conclusion may be fairly drawn that the competition of our own works has influenced the decline in exports in as great a degree as the strikes, although some allowance must be made for a general falling off in the demand for rails. For the first eight months of 1872 the exports of rails to America amounted to 441,184 tons; in the corresponding period of 1873, to 204,878, a falling off of 128,131 tons. The entire exports for the same periods were, in 1872, 627,587 tons, in 1873, 499,456 tons, a falling off of 236,311 tons. The aggregate loss in exports to other countries than America was 108,180 tons—a smaller per centage of loss in proportion to the whole amount of such exports in 1873 than the per centage of loss in exports to America. The returns for the months of August in the two years exhibit still more strikingly the effects of home competition. The exports to America in August, 1872, were 57,171 tons; total exports, 94,982 tons; to America, August, 1873, 16,800 tons; total exports, 78,906 tons. Although America imported last month less than one-third of the amount imported in the corresponding month of the preceding year, yet other countries increased their imports by nearly 20,000 tons, or more than the whole amount of America's imports for August, 1873. The cause of this difference in the effects of the strikes in coal mines is further shown by the fact that although the exports to America have been greatly decreased, the greatest per centage of such decrease was in exports to the United States. Our iron manufacturers, although possibly able to compete with those of Great Britain in all American markets, can do so with the least risk and greatest profit in the markets of the United States, and hence the first effects of competition show themselves in our own exports rather than in those of our neighbors. The decline of the iron trade in other branches than in that of rails is not so noticeable, but in pig iron alone the exports to the United States have fallen off from 152,331 tons in the first eight months of 1872 to

78,408 tons in the corresponding period of 1873.—*Phila. Ledger.*

Portland and Rochester Railroad.

The annual meeting of the stockholders of this company was held at Portland, Me., on the 1st inst., President John Lynch presiding. The directors' report shows the road to be in excellent condition and quite prosperous. The earnings for the past year were \$142,570 89, an increase over the previous year of \$11,009 60. The expenses have been \$101,595 46, an increase of only \$812.81 over the previous year.

Special improvements have been made along the road, including a tank at Lebanon, woodshed at Rochester, turn-tables at Gorham and Portland, and repairs on Saco river and mill pond bridges, &c. All the bridges and track are in first rate condition, and the trains run with excellent regularity. The number of passengers carried was 142,846; tons of freight, 64,290.

The expense of running the road has been increased largely, and earnings diminished last winter owing to deep snows and the unusual severity of the season. The work on the marginal way is progressing finely, and a junction with the Grand Trunk this year is expected, the Directors assuming from the city the contract for the completion of said marginal way. The estimated cost of the specified work, \$50,000, will be nearly if not quite sufficient. The importance of the Grand Trunk connection, giving the road access to the front harbor, and the proposed valuable connection with the Nashua and Rochester Road, now under construction, are enlarged upon. This road will be opened to Epping by December, and to Nashua by next July. The sinking fund shows \$15,479 89 to the credit of the company. The Directors' report was accepted.

The proposition of Hon. A. K. P. Lord of Buxton to contribute \$25,000 cash toward a branch road from Saco river to Bonny Eagle, four and a half miles, for lumber business, if the road would raise the remaining \$20,000, as also the questions as to the raising of means for additional equipment and for the extension of the road to the front of the city, were referred to a committee of directors to report at a special meeting.

The following were elected directors: John Lynch, Rufus E. Wood, H. J. Libby, A. K. Shurtleff and Frederick Fox of Portland; J. S. Ricker of Deering, Frederick Robie of Gorham, Winthrop G. Ray of York, E. G. Wallace of Rochester.

[The Harlan & Hollingsworth Company, Wilmington, Del., have nearly built for the Baltimore and Norfolk Steam Packet Company a new iron freight boat, costing \$75,000, to be called the Seaboard, 500 tons capacity. The vessel will be launched in a few weeks, and as soon as finished will be placed regularly on the line between Baltimore and Norfolk, Va.]

[Twenty miles of the Lynchburg and Danville Railroad, in Virginia, have been laid, and the road will probably be finished to Danville in a few months. It is a branch of the Washington City, Virginia Midland and Great Southern Railroad.]

[The directors of the Boston, Clinton and Fitchburg Railroad have voted to purchase 250 coal cars and five new locomotives.]

Nashville, Chattanooga and St. Louis Railways.
To the Stockholders of the Nashville, Chattanooga and St. Louis Railway Company:

In conformity to the charter, the president and directors have the pleasure to submit the following report for the fiscal year ending June 30, 1873.

From the report of the general superintendent, it will be seen that the gross earnings of the company have been:

FROM THE CHATTANOOGA DIVISION.

Passage	\$388,476 77
Freight	1,222,841 50
Mail	25,580 04
Rents and privileges	18,621 00

Total amount of gross earnings \$1,655,519 81

All expenses, ordinary and extraordinary, in operating and improving the road for the same time... 1,182,787 66

Net income..... \$471,731 65

FROM THE ST. LOUIS DIVISION.

Passage	\$230,805 19
Freight	384,486 85
Mail	16,002 35
Rents and privileges	12,896 97

Total gross earnings... \$642,681 36
Operating expenses.... 559,150 33

Net income..... 83,531 08

Total net income for the line.. \$555,262 68

We feel fully authorized in saying that at least \$100,000 more would have been added to the net income but for breaks in the Western and Atlantic Railroad, and closing of navigation by ice in the Mississippi River, referred to by the general superintendent, and for the additional reason, that the wheat crop in the West last season was comparatively a failure, from the transportation of which our roads received no income at all. With a full crop in Illinois and Missouri, a large quantity would have been shipped over your roads to flouring mills in Georgia. For weeks in the busiest season the ice blockade in the Mississippi River caused a suspension of through business down the river to Hickman, and closed the river against the transfer of through cars at Columbus from the St. Louis and Iron Mountain Railroad to our line. The burning of the bridge over the Oostenaula River, on the Western and Atlantic Railroad (our immediate connection at Chattanooga), in January, caused a blockade at Chattanooga, and a suspension of all through business for about two weeks. The temporary bridge placed over the river was so threatened and damaged by freshets, that about two weeks more of through business was lost to your line in February. To these causes, for falling off in earnings may be added the loss of business caused by the cholera epidemic, which prevailed to an alarming extent at Nashville and most of the towns along the line of your roads during the month of June and most of July. When these unforeseen and unusual causes of decline are considered, our estimate of \$100,000, as the probable amount of net income lost, will appear quite reasonable.

The gross earnings for the fiscal year of the Chattanooga Division were \$1,655,519 81. Deducting the earnings of the Shelbyville and Jasper branches, 20 miles..... 12,932 28

The receipts of the main lines are.. \$1,642,587 08

An average of \$10,878 per mile of road; and for the St. Louis Division \$8,758 87 per mile of road; but for reasons given above, the average earnings would, we think, have been at least \$700 more per mile. There are but few roads in the country whose average earnings per mile exceed those of the Chattanooga Division of your line, and the present earnings will be largely increased upon the completion of the line from Owingsboro,

on the Ohio River, to Kentucky, to Nashville, the distance by your road to St. Louis about thirty-five miles, as compared with your present connection with the St. Louis and Iron Mountain Railroad, and give you two all rail connections with packets, at Hickman, on the Mississippi River, and at Johnsonville, on the Tennessee River. At McKenzie, 119 miles from Nashville, we cross the Louisville and Memphis Railroad. Near Gardner's Station, 142 miles from Nashville, we cross the Cairo extension of the Mississippi Central Railroad. Three miles east of Union City, 152 miles from Nashville, we cross the Paducah and Memphis Railroad, and at Union City, 165 miles from Nashville, we cross the Mobile and Ohio R. R. and over that road have our all rail connection with St. Louis by the St. Louis and Iron Mountain Railroad from Columbus, at which place all through cars are crossed over the Mississippi River by means of boats.

It is encouraging to notice that the local business of the St. Louis Division, both freight and passenger, shows an increase for the last year. Freight, \$29,644 54, and passage \$36,036 21, a total of \$65,680 75. The through travel over this road also shows an increase of \$36,474 21, while the through freight business fell off \$80,974 67 from causes already stated, leaving as net increase \$21,179 99.

Our connections at the South have been increased and improved since last report, by the completion of the Augusta and Port Royal Railroad.

Your road is now a trunk line in the route from the North and West to the Southeast, with connections in the Southeast running through Georgia and South Carolina to Charleston, Savannah and Port Royal, the latter having one of the best harbors on the Atlantic coast, with a fair prospect of having, at an early day, a line of steamships running between that port and Liverpool.

At the North you connect with Louisville, Cincinnati and Chicago, and in the West with St. Louis, which, with her natural advantages in rivers, running for thousands of miles, draining the finest sections of the West for the production of cereals and the raising of live stock, and her avenues of commerce by rail, extending in all directions, even to the Pacific coast, must very soon become the distributing point for the great West, when the produce and supplies for Georgia and the Carolinas will pass over the entire line of your two roads.

The charter of the Nashville and Chattanooga Railroad Company has been amended, changing the name of the corporation from the Nashville and Chattanooga Railroad Company, to that of the "Nashville, Chattanooga and St. Louis Railroad Company." The gross earnings of the St. Louis Division of your road (formerly the Nashville and Northwestern Railroad,) for the last year, were about the same as those of the Nashville and Chattanooga Railroad (Chattanooga Division) at the same age of that road; and, as heretofore explained, the earnings for the last year over this Division would not have been increased materially, but for unexpected and unforeseen causes, and the earnings will continue to increase as the country is developed along this new road, and its connections are improved by the completion of the Mississippi Central Railroad's extension to Cairo, which crosses your line near Ralston's Station, about 140 miles from Nashville, and by the construction of the Tennessee Central Railroad from Huntingdon on your road, 107 miles from Nashville, to Trenton, which will open up a fine local trade, and give an improved connection of your road to Jackson, Memphis, Mobile and New Orleans. Connection with these points may be further improved by a road more direct from Huntingdon to Jackson, which this company has under consideration. Another road of vast importance to the St. Louis Division, in fact, to your whole line, is the "River Road," as it is called, from St. Louis to Hickman. A strong company for the construction of this road has been organized in St. Louis, and a preliminary survey of the route has been made, which from the report of the engineer, proves to be very satisfactory. It will shorten

You now have 341 miles of railway—321 miles of main line and 20 miles of branches, besides 80 miles of side tracks—all in good order, with a full outfit of 83 engines, and 1,184 cars of all kinds, in good order, together with large quantities of real estate for depot purposes, and timbered lands for fuel.

This property represents, as shown by the treasurer's statement marked "A," which includes present capital stock and new bonds to be issued, \$18,288,049 44,

Estimating the value of the road. MINTY
cluding side tracks, branches, &c.,
at \$40,000 per mile for 341 miles,
you have \$13,640,000
and engines, cars, tools, depot buildings,
depot grounds and other real estate,
estate, at 2,000,000

and you have \$15,640,000
As the present value of your property,
against which is charged
Capital stock 6,486,049
New mortgage bonds at \$20,000 per
mile, the proceeds of which, if all
are sold, will much more than pay
off all obligations of every kind 6,800,000
\$13,288,049

Besides important improvement made in the roadway annually and charged to operating expenses, net profits; before and since the war, to the amount of \$1,500,000, have been expended in bettering the condition of the road, and adding to the outfit of the Chattanooga Division alone, mostly since the war, in addition to all dividends paid to stockholders and interest on funded debt, and reduction of that debt by the purchase of bonds.

About \$900,000 have been expended in improving the roadway and adding to the outfit of the St. Louis Division, (formerly the Nashville and Northwestern Railroad,) and in payment for second mortgage bonds and stock of the old company, since its purchase from the State.

The road is now in first-class condition, and fully equipped, with engines and cars in good order, with plenty of depot grounds, etc. And in future the company will be able to divide and pay to the stockholders what it makes after paying interest on its bonded debt, which we think cannot amount to more than \$375,000, after the sale of the new bonds, and paying off all indebtedness, as explained in this report.

The interest account will then stand as follows:
Interest on \$1,425,000 indorsed bonds at
six per cent \$85,500
Interest on \$20,000 undindorsed bonds at
six per cent 1,200
Interest on \$1,000,000 to United States
Government at four per cent 40,000
Interest on \$3,500,000 new first mortgage,
six per cent gold bonds, equal at pres-
ent to about seven per cent in currency. 245,000
\$371,700

This item of interest may be somewhat increased or reduced, by the sale of more or less new bonds.

Taking the average increase of earnings for the last five years, and we think it entirely safe to estimate the receipts of the line at \$2,550,000 for the next fiscal year, and net profits at 30 per cent, or \$765,000, which will leave \$390,000, after paying all interest on bonds to be divided among the stockholders, being six per cent per annum on \$6,486,149 44, the present capital stock of the company.

As soon as the other connections, now being built, and referred to in this report, are finished, we think the gross earnings of your line cannot be less than \$3,000,000, and that at least 38 per cent, or \$990,000, will be net earnings; leaving \$590,000 to divide among the stockholders, being over nine per cent per annum on the capital stock of \$6,486,000, after paying interest on a bonded debt allowing that the interest account may be increased to \$400,000, and so continue to improve as the country through which your roads run is developed, and important new connections made.

In conformity to legislative authority, and by direction of the stockholders, given in annual convention the 14th of August, 1872, your directors are now having prepared a first mortgage bond on the whole line and branches, not to exceed twenty thousand dollars per mile, the proceeds of which will be applied: first, to secure the pay-

ment of the present mortgage debt on the Chattanooga Division, consisting of \$1,425,000 of the company's six per cent bonds, indorsed by the State of Tennessee, falling due at various dates in the next thirteen years; \$20,000 of undindorsed six per cent bonds of the company, falling due July 1, 1878; and \$364,165 six per cent bonds of the State of Tennessee, loaned to the company, and \$1,000,000 of four per cent bonds given to the United States Government, for rolling stock, etc., one-half of the bonds given to the Government falling due 1st of June, 1881, and the other half June 1, 1891, and payment to the State of Tennessee for her interest in the Nashville and Northwestern Railroad, of \$2,400,000 in Tennessee State bonds, with January 1, 1871, and subsequent coupons, attached.

These obligations are all, of every kind, outstanding against either of your roads, except a small floating debt of about \$250,000, balance on account of improvement of roadway, and increase of engines and cars; and \$148,220 due for interest on indorsed bonds, which accrued during the war, and which is fundable under the law of the State. This small floating debt will be paid out of the proceeds of new bonds, together with balance of liability of \$480,520, on account of improvement of road-way and added to outfit of the St. Louis Division, which amount is to be carried by our financial agents until the new bonds are sold, and the surplus proceeds of these new bonds will be held to be used for the best interest of the company as may be seen by the directors or instructed by the stockholders, leaving all future profits to be divided among the stockholders after the payment of interest on bonded debt.

This company has paid to the proper officer of the State one half of the \$2,400,000 of the Tennessee bonds referred to above, being all of the installments due at this date, and will soon be ready to pay over in advance, the balance of this item, together with balance of \$364,165, loaned to the Nashville and Chattanooga Railroad. These aggregate amounts will be greatly reduced by discount in the purchase of the State bonds.

To secure the prompt redemption of the \$1,425,000 of the company's bonds, indorsed by the State, a similar amount, dollar for dollar, of bonds now to be issued, will be deposited with the Comptroller and withdrawn as the old bonds can be bought up.

For the amount of undindorsed bonds of the company, \$20,000, and the four per cent debt of \$1,000,000 to the United States Government, a similar amount of the new bonds, dollar for dollar will be deposited with the "Real Estate Trust Company" of New York, trustee for the new bonds.

The character of these new bonds (being six per cent gold bonds) and the character of indebtedness (as above stated) for which they will be deposited, will give, of course, much greater aggregate value to the new bonds.

These provisions made, will leave \$4,275,000 of the new bonds to be sold now, the proceeds of which will meet all of the wants of the company indicated above, and leave a handsome cash surplus to be used in improving connections, or in some other way increasing the influence and interest of the company, if all the new bonds are sold.

These new bonds will run for forty years, with interest at six per cent per annum, payable semi-annually; and both interest and principal payable in gold, and will be a first mortgage on the line of road, and all the property of the company of only \$20,000 per mile; while the line of road alone, could not now be constructed and put in its present good condition for less than \$40,000 per mile, to say nothing of the large amount of property in engines, cars, tools, depot buildings, depot grounds, real estate, etc., which in addition to the road, is mortgaged for the security of these bonds.

For these reasons, we think they must take a high rank in the bond markets of the world, and be much sought after by capitalists.

The second mortgage bonds, heretofore issued being an increase of 970,720 tons.

but not used, are all to be cancelled before the new first mortgage bonds, referred to in this report are issued.

The Nashville, Chattanooga and St. Louis Railroad, is in its infancy, and by enlightened, liberal and energetic management, can be made one of the most important and profitable lines in the country; being the shortest line from the West to the Southeast, and besides all rail connections with Louisville, Cincinnati, Chicago and St. Louis in the North and West, and with New Orleans, Montgomery, Mobile, Atlanta, Savannah, Augusta, Port Royal, Charleston and Wilmington, in the South and Southeast, has the Mississippi, Tennessee and Cumberland Rivers to draw from.

It is both instructive and encouraging to notice the increase of local business, especially in the transportation of coal, and while this business now averages about forty-five cars per day, for working days, the year round, we may consider its development as just begun; the supply tributary to the Chattanooga Division is inexhaustible, and of the best quality of bituminous coal suitable for grates and manufacturing purposes, with a constantly increasing demand at Nashville and south of us.

Our business relations with the managers and officers of all connecting railroads continue to be of the most satisfactory character.

The use of steel rails on the Chattanooga Division has been determined on for future repairs or renewals.

It is gratifying to note with what freedom from accidents your roads have been run during the last year, showing intelligence and fidelity on the part of the officers, agents, and other employees of the company.

Attention is directed to the balance sheet of the treasurer, which shows the cost of the line, outfit, depot grounds, real estate, etc., and the financial condition of the company; also to the report and statements of the superintendent, showing in detail the workings of the line, and to the report of the resident engineer, showing the operations in his department, and present improved condition of your property.

The increasing prosperity of Nashville as seen by shipment over your roads, is a fact, gratifying to your directors.

In conclusion, the directors congratulate the stockholders upon the present good condition of the company and flattering prospects of future prosperity.

Submitted on behalf of the directors by
E. W. COLE, President.
Nashville, August 13, 1873.

Two construction trains, comprising two locomotives and thirty cars, are now employed on the New York, Boston, and Montreal Railroad between Kings Bridge and Brewster's Station. About four miles of track have been laid at the lower or Kings Bridge terminus, and six to seven miles in the neighborhood of Brewster's. Rails will hereafter be laid at the rate of a mile a day, half a mile at each end, until the road is completed, in about forty to fifty days hence. It is the intention of the company to keep the channel of the Harlem River open for the passage of their steam-boats during the winter months.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending September 27, at 477,514 tons, and for the coal year 14,886,878 tons, against 14,179,752 tons to corresponding time last year, being an increase of 657,126 tons. The bituminous tonnage for the week is 78,646 tons, and for the year 2,373,882 tons, giving a total of all kinds for the week of 556,160 tons, and for the year of 17,210,561 tons, against 16,249,841 to same time last year, being an increase of 970,720 tons.

RAILROAD EARNINGS—MONTHLY.

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Central Pacific (in gold)	38,169	51,331	60,029	81,160	95,528	121,702	141,812	181,297	200,560	212,169	128,166	75,871	1,470,488
1868.	64,463	86,937	81,396	96,481	106,835	164,729	209,590	251,832	262,770	29,422	286,562	342,743	2,300,767
1869.	212,604	216,982	261,308	455,048	568,270	556,050	532,657	511,854	609,788	579,642	535,266	467,559	5,670,883
1870.	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	825,447	777,513	683,264	7,995,116
1871.	536,449	485,490	614,447	720,929	892,341	766,176	869,297	1,006,373	995,923	981,006	893,284	972,558	9,467,072
1872.	592,223	571,836	875,763	946,668	1,380,923	1,188,273	1,272,510	1,271,663	1,254,689	1,285,576	1,290,900	1,007,126	12,900,126
1873.	882,860	693,015	974,460	1,132,920	1,356,378	1,313,790	1,211,768	1,268,500	1,392,125	.....	.....	.....	.....
Chicago and Alton:	243,787	157,832	265,901	382,185	335,510	342,858	354,244	415,982	408,999	426,752	369,102	380,169	3,892,861
1868.	276,117	275,140	267,094	279,121	306,342	384,504	404,012	558,101	486,196	603,746	409,569	261,701	4,508,643
1869.	343,182	315,059	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	540,861	4,681,563
1870.	261,109	316,037	342,897	408,686	408,659	418,709	506,681	497,519	475,808	441,197	404,264	4,849,404	
1871.	383,246	384,099	388,994	461,290	466,097	503,665	534,163	507,617	473,237	465,907	377,987	5,275,910	
1872.	371,708	383,902	373,217	379,879	409,264	419,196	488,552	559,882	497,261	540,756	431,312	562,604	5,156,326
1873.	352,558	402,477	424,614	412,218	426,315	482,205	481,669	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	273,876	317,839	390,365	421,363	466,890	505,145	490,710	519,306	609,905	729,760	716,378	563,400	6,114,566
1868.	541,005	482,164	499,296	468,353	585,623	747,942	702,691	767,508	494,707	932,883	754,671	547,842	7,976,490
1869.	525,566	599,917	523,845	587,519	868,948	926,983	808,524	797,475	1,000,086	1,201,216	1,010,892	921,359	9,299,430
1870.	604,147	704,664	766,386	774,280	896,712	883,688	888,214	1,063,287	1,448,942	1,641,057	1,211,530	879,900	11,632,739
1871.	724,890	807,478	850,192	1,094,597	1,211,150	1,180,963	1,076,674	1,261,940	1,507,479	1,570,067	1,107,084	1,001,967	18,381,471
1872.	882,093	850,287	1,142,166	1,112,190	1,268,894	1,251,974	1,177,056	1,087,974	1,303,673	1,271,780	1,140,145	845,768	13,356,487
1873.	706,026	753,782	885,359	929,077	1,177,897	1,139,284	1,034,383	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
Cleveland, Col., Cin. and Indianapolis:	242,266	226,160	242,500	256,485	193,959	206,096	218,347	271,426	287,461	288,296	292,798	280,061	2,918,342
1868.	204,112	180,840	239,522	247,661	241,456	289,498	258,387	311,783	320,226	293,615	271,555	242,621	3,005,965
1869.	203,069	226,897	244,152	246,046	250,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	8,273,719
1870.	270,204	275,751	315,149	396,460	281,491	288,775	314,850	360,759	374,671	338,723	340,825	317,773	3,765,343
1871.	340,791	320,974	381,118	378,610	341,104	366,288	401,252	417,328	439,581	399,830	389,743	342,948	4,442,026
1872.	358,612	408,849	465,517	482,928	394,486	340,675	381,676	426,283	432,139	.....	.....	.....	.....
Erie:	1,055,466	911,193	1,201,500	1,258,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,464	1,417,211	17,398,327
1872.	1,042,994	1,204,076	1,400,170	1,548,813	1,775,824	1,493,961	1,550,023	1,625,243	1,643,454	1,743,752	1,304,874	1,392,615	18,694,066
1873.	1,316,831	1,312,424	1,415,382	1,541,055	1,744,821	1,711,593	1,685,384	1,774,570	1,918,247	.....	.....	.....	.....
Illinois Central:	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,321	738,530	823,901	727,810	613,329	7,160,992
1868.	597,443	536,165	444,443	518,800	572,551	626,249	549,714	744,425	889,967	931,530	856,401	7,817,629	.....
1869.	556,138	524,938	509,645	568,282	640,975	778,261	696,228	841,363	797,401	814,413	866,677	8,822,482	.....
1870.	623,383	661,788	601,326	555,087	644,539	712,647	621,216	899,052	903,225	811,708	697,751	8,678,958	.....
1871.	624,744	539,617	585,598	620,223	713,124	718,722	707,992	856,041	880,297	753,184	755,436	688,131	8,401,142
1872.	531,627	575,363	559,871	648,955	659,363	690,846	783,255	748,782	881,693	896,475	698,063	8,026,754	.....
Kansas Pacific:	176,673	257,411	303,915	366,944	286,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518	.....
1872.	180,606	194,738	300,183	322,875	341,843	322,559	329,888	347,302	349,468	314,513	223,240	3,066,183	.....
1873.	150,567	194,789	300,719	332,300	332,764	312,614	328,281	328,189	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:	1,082,593	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,305,448	1,402,597	1,345,316	1,235,286	14,797,975
1872.	1,359,380	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,860	1,60,691	1,764,788	1,568,424	1,483,480	17,591,629
1873.	1,412,184	1,549,285	1,735,790	1,684,548	1,680,966	1,685,303	1,491,762	1,582,531	1,774,420	.....	.....	.....	.....
Marietta and Cincinnati:	92,433	81,599	98,482	108,481	96,416	95,924	108,413	126,556	121,519	125,065	119,168	121,408	1,204,065
1868.	96,517	91,666	103,558	106,526	111,633	118,848	114,496	129,388	140,473	152,869	134,019	108,629	1,390,822
1869.	90,171	96,376	101,879	106,240	110,273	111,417	111,271	118,407	132,998	163,531	144,029	141,376	1,418,860
1870.	130,883	120,224	140,740	159,173	119,650	116,116	118,572	127,341	126,191	175,438	122,567	169,701	1,690,711
1871.	152,577	142,408	150,784	145,858	154,717	154,587	149,530	162,521	191,841	208,977	207,911	204,198	2,029,927
1872.	162,585	160,467	190,467	193,884	182,884	182,884	181,113	186,557	186,557	181,246	181,246	181,246	.....
Michigan Central:	384,190	320,636	386,527	415,514	466,646	466,623	329,950	353,569	473,546	490,772	448,519	374,542	4,744,104
1870.	387,992	418,755	442,665	480,980	470,703	480,547	427,098	422,015	529,590	582,802	574,700	4,755,988	.....
1871.	418,755	418,086	449,458	488,660	487,282	589,300	420,084	460,101	565,603	641,307	641,307	5,608,117	.....
1872.	479,886	440,461	567,514	566,181	542,080	522,080	411,111	411,111	411,111	411,111	411,111	411,111	.....
Milwaukee and St. Paul:	269,228	521,203	333,503	432,412	565,718	455,191	423,398	522,562	1,024,045	1,037,464	556,917	468,880	6,517,646
1868.	454,500	320,900	420,961	469,285	630,844	673,923	566,531	524,547	74,732	1,040,102	801,195	496,563	7,250,059
1869.	391,171	324,823	377,574	448,183	730,700	705,167	636,434	661,020	868,313	908,313	791,014	529,758	7,420,421
1870.	396,760	319,655	326,216	375,416	278,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	8,690,995
1871.	324,882	327,451	400,149	424,884	662,268	658,017	451,113	506,557	506,557	518,246	644,620	473,395	6,995,787
1872.	227,897	261,346	344,632	321,047	301,521	272,600	325,008	323,098	334,193	337,920	364,404	3,675,682	.....
Philadelphia and Reading:	500,438	534,861	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,361	586,770	9,256,284
1868.	427,437	516,174	611,019	817,760	711,220	744,188	314,472	631,145	1,006,631	1,159,726	1,113,398	589,924	8,738,083
1869.	479,286	574,543	904,824	499,463	630,680	1,322,903	1,346,026	1,294,621	1,235,366	1,476,405	828,447	11,310,904	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length miles equivalent single Miles run Dummers.	Cars	Companies.	Cost of Road and Equipment.		Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.	PASSENGER RAILROAD BONDS.					
				No.	No.	Share Capital	Bonded Debt	Floating Debt	Gross	Net	P. C.	Par	Paid	Market	
Sept. 30, '72	8.04	114	40 Albany	163,000	111,400	\$40,000	\$	\$	92,241	29,185	11	100	\$	\$	
Sept. 30, '72	3.64	18	5 Allenton St. Freight (B'klyn). Mass.	48,709	75,000	5,000	6,000	3,407	1,050	100	100	100	100	100	
Oct. 31, '72	23.00	440	78 Atlantic Avenue (Bklyn). N.Y.	1,010,000	650,000	460,000	133,634	24,250	289,123	80,887	—	100	100	100	
Sept. 30, '72	11.3	344	46 Avenue U (N.Y. City). N.Y.	524,264	500,000	900,000	123,634	4,000	305,671	60,728	—	100	100	100	
Sept. 30, '72	22.00	400	50 Bleeck, st. & F.F. (N.Y.C.) N.Y.	110,000	110,000	—	—	—	8,800	7,853	6.8	50	50	50	
Sept. 30, '72	4.63	50 Boston and Chelsea. Mass.	56,133	41,000	—	—	—	2,500	2,500	100	100	100	100	100	
Sept. 30, '72	1.39	50 Boston & West Roxbury. Mass.	327,600	200,000	100,000	12,361	163,711	45,228	12	100	100	100	100	100	
Sept. 30, '72	10.70	269	47 Broadway (Brooklyn). N.Y.	3,806,688	2,100,000	1,500,000	200,000	906,812	327,330	5	100	100	100	100	100
Sept. 30, '72	10.38	1088 136 Broadway & 7th Av. (N.Y.C.) N.Y.	2,006,688	2,100,000	1,500,000	200,000	747,591	16,140	—	100	100	100	100	100	
Sept. 30, '72	7.00	8 22 Brooklyn, st. Bath & Coney L.N.Y.	219,133	—	80,000	—	—	—	—	—	—	—	—	—	
Sept. 30, '72	81.50	1868 373 Brooklyn City. N.Y.	2,313,003	199,002	300,000	—	1,448,461	241,557	12	100	100	100	100	100	
Sept. 30, '72	22.00	236 68 Brooklyn City & Newtown. N.Y.	650,000	200,000	400,000	11,856	165,939	45,081	—	100	100	100	100	100	
Sept. 30, '72	14.38	180 43 Brooklyn, Cross-Town. N.Y.	637,003	300,000	300,000	15,470	189,799	42,412	—	100	100	100	100	100	
Sept. 30, '72	16.81	202 83 Bushfield street. N.Y.	493,174	73,000	52,000	52,000	240,627	44,042	—	100	100	100	100	100	
Sept. 30, '72	11.00	131 21 Bushwick (Brooklyn). N.Y.	338,005	802,000	52,000	4,178	88,897	8,255	—	100	100	100	100	100	
Sept. 30, '72	26.31	14 Cambridge (Boston). Mass.	740,000	740,000	150,000	—	96,681	60,641	9	100	100	100	100	100	
Sept. 30, '72	1.92	29 4 Central City (Syracuse). N.Y.	29,092	21,130	6,000	—	19,961	6,441	12	100	100	100	100	100	
Oct. 31, '72	72.00	68 128 Cen. P. N. E. R. (N.Y.C.) N.Y.	1,846,175	1,175,700	388,000	116,303	639,304	30,947	—	100	100	100	100	100	
Oct. 31, '72	7.25	350 50 Citizens' (Phila.). Pa.	212,320	192,750	—	—	284,291	88,046	7	50	50	50	50	50	
Oct. 31, '72	5.50	206 40 Citizens' (Pittsburg). Pa.	270,671	184,000	50,000	4,000	184,299	78,095	16	50	50	50	50	50	
Oct. 31, '72	2.87	12 3 Coalville. Pa.	45,436	53,500	—	—	10,948	3,345	—	100	100	100	100	100	
Sept. 30, '72	14.83	12 4 Coney Island (Brooklyn). N.Y.	698,580	500,000	307,000	33,065	267,449	55,139	—	100	100	100	100	100	
Sept. 30, '72	10.73	12 12 Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,016,798	1,200,600	700,000	—	77,946	21,219	8	100	100	100	100	100	
Sept. 30, '72	1.72	181 3 Easton and S. Easton. Pa.	25,962	29,562	—	—	10,946	3,321	5	25	25	25	25	25	
Sept. 30, '72	18.00	960 110 Eighth Avenue (N.Y. City). N.Y.	1,585,034	1,000,000	203,000	65,300	804,283	150,720	12	100	100	100	100	100	
Oct. 31, '72	1.63	19 Empire. Pa.	102,000	600,000	150,000	3,200	102,704	13,120	—	50	50	50	50	50	
Oct. 31, '72	7.75	14 6 Erie City. Pa.	88,957	19,807	20,242	2,100	13,188	2,185	—	50	50	50	50	50	
Oct. 31, '72	2.04	22 13 Federal St. & Pl. Val. (Pbg.). Pa.	132,842	66,250	75,000	15,000	45,737	2,003	—	25	25	25	25	25	
Oct. 31, '72	5.50	60 57 Frankford & Southwark (Pb.). N.Y.	1,054,679	748,000	209,000	35,000	377,675	99,165	10	100	100	100	100	100	
Sept. 30, '72	10.26	434 58 Frankford & Southwark (Pb.). N.Y.	320,471	492,200	255,500	90,000	97,135	19,539	—	100	100	100	100	100	
Sept. 30, '72	9.00	135 59 Grd st. & Newtown (Bklyn). N.Y.	320,475	170,000	25,000	34,077	370,775	124,179	7	50	50	50	50	50	
Sept. 30, '72	8.00	124 21 Grd St. Prop. Pk. & Flat. N.Y.	419,185	200,000	200,000	33,407	180,282	43,700	261	50	50	50	50	50	
Sept. 30, '72	33.75	260 64 Germantown (Phila.). Pa.	562,270	307,545	350,000	—	272,610	71,442	2,2	50	50	50	50	50	
Oct. 31, '72	7.25	200 42 Green and Coates st. (Phila.). Pa.	244,441	150,000	150,000	—	18,782	Loss	—	25	25	25	25	25	
Oct. 31, '72	2.01	10 44 Harrisburg City. Pa.	60,249	41,995	12,864	1,240	2,240	1,886	—	50	50	50	50	50	
Sept. 30, '72	1.75	12 45 Harlan, Br. Morris & F'dham. N.Y.	275,7.9	299,100	138,500	—	95,737	21,637	—	100	100	100	100	100	
Oct. 31, '72	11.00	378 60 Heat, Manuf. & F'mount (Pha.). Pa.	338,437	299,423	127,100	—	30,644	3,138	—	100	100	100	100	100	
Oct. 31, '72	5.01	117 20 Lombard and South st. (Ph.). Pa.	170,402	105,000	62,500	—	99,164	35,904	118	25	10	10	10	10	
Sept. 30, '72	4.04	65 22 Lowell Horse. Mass.	81,701	56,000	—	—	34,949	3,138	—	100	100	100	100	100	
Sept. 30, '72	11.02	235 35 Lynn and Boston. Mass.	50,000	50,000	50,000	—	34,697	182,774	2,562	—	100	100	100	100	
Sept. 30, '72	5.60	36 Malden and Melrose (Bun.). Mass.	60,246	165,000	75,000	—	2,240	1,886	—	100	100	100	100	100	
Sept. 30, '72	3.46	37 Merrimac Valley. Mass.	84,000	21,000	4,000	—	37,446	9,521	—	100	100	100	100	100	
Sept. 30, '72	5.41	38 Metropolitan (Boston). Mass.	60,000	60,000	—	—	986,041	174,384	10	50	50	50	50	50	
Sept. 30, '72	42.00	358 53 Middlesex (Boston). Mass.	2,219,747	1,500,000	184,500	188,822	234,306	43,457	6	100	100	100	100	100	
Sept. 30, '72	3.31	20 54 New Bedford & Fairhaven. Mass.	608,702	400,000	184,500	188,822	16,353	5,475	1,815	100	100	100	100	100	
Sept. 30, '72	3.75	2 55 New York Elevated. N.Y.	350,000	350,000	25,000	13,744	561	—	100	100	100	100	100	100	
Sept. 30, '72	12.20	201 20 Ninth Avenue (N.Y. City) N.Y.	994,842	797,320	187,000	19,209	108,030	Loss	—	100	100	100	100	100	100
Sept. 30, '72	8.37	204 24 North 2d St. & Middle Vil. N.Y.	173,075	134,600	25,000	13,388	70,579	14,167	—	100	100	100	100	100	
Sept. 30, '72	3.20	211 21 Northampton & Wmberg. Mass.	300,000	300,000	—	6,439	7,421	—	100	100	100	100	100	100	
Dec. 31, '72	11.71	173 23 Orange and Newark. N.J.	1,073,555	290,000	700,000	109,882	205,734	30,273	—	100	100	100	100	100	100
Sept. 30, '72	14.40	90 31 Park Avenue (Brooklyn). N.Y.	337,343	200,000	200,000	20,000	55,555	6,044	—	100	100	100	100	100	100
Dec. 31, '72	4.91	101 32 Passenger (Cin.). O.	200,000	50,000	50,000	67,209	71,812	33,111	—	100	100	100	100	100	100
Oct. 31, '72	9.56	40 17 Peoples' street (Scranton). Pa.	140,387	125,500	—	—	36,447	13,656	2	100	100	100	100	100	100
Oct. 31, '72	9.04	40 10 Peoples' (Lucerne Co.). Pa.	140,887	125,500	—	—	36,448	13,972	5	100	100	100	100	100	100
Oct. 31, '72	3.00	366 73 Philadelphia City (C. & W.). Pa.	454,397	25,000	200,000	29,397	347,283	107,633	374	50	50	50	50	50	50
Oct. 31, '72	1.09	116 Philadelphia and Darby. Pa.	257,000	200,000	57,000	—	124,473	38,750	11	30	25	25	25	25	
Oct. 31, '72	8.17	24 2 Philadelphia & Gray's Ferry. Pa.	293,128	290,175	6,500	—	124,473	38,750	11	30	25	25	25	25	
Oct. 31, '72	8.75	116 25 Pbg., Allegheny & Manchester. Pa.	181,752	200,000	23,000	23,388	149,068	64,721	334	50	50	50	50	50	50
Oct. 31, '72	6.50	100 17 Pittsburgh and Birmingham. Pa.	134,239	120,000	13,600	47,949	71,132	720	—	50	50	50	50	50	50
Oct. 31, '72	7.25	12 14 Pbg., Oakland & E. Liberty. Pa.	125,449	180,000	57,000	5,636	42,500	6,350	—	50	50	50	50	50	50
Oct. 31, '72	7.43	91 18 Pittsburgh and Ormsby. Pa.	83,487	100,000	28,500	13,116	37,238	Loss	—	25	25	25	25	25	25
Sept. 30, '72	5.50	35 11 Poughkeepsie City. N.Y.	59,307	31,500	15,500	14,088	18,920	1,402	—	100	100	100	100	100	100
Oct. 31, '72	13.70	240 40 Ridge Avenue. Pa.	414,572	338,000	50,000	20,772	24,668	45,484	154	50	25	25	25	2	

RAILROAD AND CANAL DIVIDEND STATEMENT AT YTD

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.	
Albany and Schoharie	100	13,280,000	J. & J.	July '73 31	Long Island	50	3,000,000	M. & S.	May '73 10	Vermont and Mass.	100	\$2,800,000
Allegheny Valley	50	2,635,000	— & —		Louisville, Cincinnati and Lexington	50	1,823,488	J. & J.	July '69 3	Warren (N. J.)	100	1,800,000
Atlanta and West Point	100	1,232,200	J. & J.	July '71 4	" " "	50	848,700	J. & J.	July '72 4	Warwick Valley	100	225,000
Atlantic and Gulf	100	3,693,200	— & —		Louisville & Nashville	100	9,986,600	F. & A.	Aug. '73 4	West Jersey	100	1,200,000
" " " pref.	100	838,976	J. & J.	July '71 31	" " "	100	3,000,000	J. & D.	Dec. '72 3	Winchester & Potowmack	100	180,000
Atlanta and St. Louis	100	38,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence	100	200,000	A. & O.	Oct. '73 3	Winchester & Strasburg	100	500,000
" " " new 1870-100	1,500,000	— & —		Lykens Valley	20	600,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua	100	1,400,000	
Avon, Geneva & Mt. M.	100	184,250	A. & O.	Oct. '72 11	Macon and Western	100	2,500,000	J. & J.	July '73 5	Worcester and Nashua	100	1,400,000
Baltimore and Ohio	100	13,151,962	M. & N.	May '73 5	Maine Central	100	3,400,000	M. & N.	May '73 5	HORSE-POWER R. R.		
Washington Br. pref.	50	1,650,000	A. & O.	Apr. '73 5	Manchester and Law.	100	1,000,000	M. & N.	May '73 5	Albany City	100	110,300
Parkersburg Br. pref.	50	6,636,655	— & —		Marietta & Cincinnati	60	1,372,881	M. & N.	Sep. '66 38	" more City	100	80,000
Berksire	100	600,000	J. A. & O.	Oct. '73 0	" " "	50	810,719	F. & A.	Aug. '66 38	Bleekerst. & F. Ry.	100	900,000
Blossoms & Cornings	50	260,000	J. & O.	Dec. '72 24	" " "	20	4,460,368	M. & N.	Sep. '66 38	Boston and Chelsea	100	110,000
Boston and Albany	100	19,864,160	M. & N.	May '73 5	Michigan Central	100	18,738,204	F. & A.	Aug. '73 3	Brooklyn City & Newt.	100	200,000
Bos. Clin. & Fitchb.	100	730,200	— & —		Memphis & Charleston	25	812,725	J. & D.	Jan. '69 3	Brooklyn and Jamaica	100	200,000
Agricultural Br. guar.	100	60,000	J. & D.	Dec. '72 23	Mill Creek & Mich.	50	323,535	J. & J.	July '73 4	Bushwick (Brooklyn)	100	200,000
Bost. C. & Mont. pref.	50	800,000	M. & N.	May '73 2	" " "	50	10,826,779	F. & A.	Aug. '73 3	Broadway & 7th Av. (N.Y.)	100	2,100,000
Boston and Lowell	500	2,852,900	J. & J.	July '73 4	" " "	100	13,396,550	J. & D.	Jan. '70 7	Brooklyn City	100	1,500,000
Boston and Maine	100	6,816,807	M. & N.	May '73 4	" " "	100	10,826,779	F.M.A.N.	May '68 3	Brooklyn City & Newt.	100	600,000
Boston and Providence	100	3,950,600	M. & N.	May '75 5	" " "	100	3,856,455	J. & J.	July '70 7	Coney Island & Rock.	100	100,000
Buffalo, N. Y. and Erie	100	86,000	M. & A.	Aug. '73 3	" " "	100	14,008,100	J. & J.	July '73 3	Dock E. Bow. & Bat.	100	1,200,000
Burlington and Mo. Riv.	100	5,636,000	M. & S.	Sept. '73 5	Nashua and Lowell	100	800,000	M. & N.	May '73 5	Elizabethtown & Newark	100	200,000
" " " pref.	100	148,900	J. & S.	Sept. '73 5	" " "	100	1,877,900	J. & J.	July '73 4	Elizabeth and Newark	100	200,000
Camden and Amboy	100	5,847,800	J. A. & O.	Oct. '73 24	" " "	100	1,000,000	F. & A.	Aug. '73 3	Elizabethtown & Newark	100	200,000
Camden and Atlantic	50	379,000	— & —		" " "	100	977,400	J. & J.	Jan. '72 3	Elizabethtown & Newark	100	200,000
Cape Cod	60	1,020,330	J. & J.	Jan. '72 24	" " "	100	560,000	M. & N.	May '73 5	Elizabethtown & Newark	100	200,000
Cape Mayland Millvill	50	447,000	J. & J.	Dec. '72 3	" " "	100	1,860,000	J. & J.	Aug. '73 2	Elizabethtown & Newark	100	200,000
Catasauquay & Fogelsv.	50	260,900	M. & N.	Nov. '71 6	" " "	100	600,000	J. & J.	Oct. '73 4	Elizabethtown & Newark	100	200,000
Catawissa	50	1,1,9,500	M. & N.	May '73 2	" " "	100	1,296,200	J. & J.	July '73 3	Elizabethtown & Newark	100	200,000
" " " pref.	50	2,200,000	M. & N.	May '73 2	New London Northern	100	1,418,800	J. A. & O.	Oct. '72 24	Elizabethtown & Newark	100	200,000
Cayuga and Susq.	50	588,110	J. & J.	July '73 4	" " "	100	89,423,330	J. & J.	Jan. '73 4	Elizabethtown & Newark	100	200,000
Cedar Rapids & Mo. R.	100	6,850,400	M. & N.	May '73 4	New York and Harlem	100	8,500,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
" " " pref.	100	730,800	T. & A.	Aug. '73 3	" " "	100	1,500,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Central of Georgia	100	4,686,800	J. & J.	July '73 4	N. Y., N. H. & Hartf.	100	15,500,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Central of New Jersey	100	20,000,000	J. A. & O.	July '73 4	" " "	100	2,000,000	J. A. & O.	Oct. '72 24	Elizabethtown & Newark	100	200,000
Central Ohio	50	2,45,000	J. & D.	June '73 3	N. Haven & Northamp.	100	600,000	J. & J.	Jan. '73 4	Elizabethtown & Newark	100	200,000
" " " pref.	50	400,000	J. & D.	June '73 3	" " "	100	1,800,000	J. & J.	Aug. '73 2	Elizabethtown & Newark	100	200,000
Central Pacific	100	6,475,500	J. A. & J.	Sept. '73 3	" " "	100	4,000,000	J. & J.	Oct. '73 4	Elizabethtown & Newark	100	200,000
Chemung	100	2,100,000	J. & J.	July '73 2	" " "	100	1,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Cheshire, preferred	100	9,929,900	M. & S.	Sept. '73 5	" " "	100	1,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Chicago and Alton	100	2,425,400	M. & S.	Sept. '73 5	" " "	100	2,823,400	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Chicago, Burlington & Quincy	100	18,652,910	M. & S.	Sept. '73 5	" " "	100	3,637,700	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Chicago, Iowa & Nebraska	100	3,916,830	J. & J.	July '73 4	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Chicago & N. Western	100	10,083,900	J. & D.	Dec. '72 3	" " "	100	1,995,840	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
" " " pref.	100	21,259,563	J. & J.	July '73 4	" " "	100	4,024,744	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Chicago, R. I. & Pacific	100	19,000,000	A. & O.	Apr. '73 4	" " "	100	6,259,450	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Cin. Ham. & Dayton	100	3,500,000	A. & O.	Apr. '73 4	" " "	100	6,259,450	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Cin. Sand. and Cle. " "	50	2,980,500	— & —		" " "	100	6,259,450	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
" " " pref.	60	429,046	A. & O.	Apr. '73 4	" " "	100	6,259,450	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Clev. Col. Olin. Ind.	100	19,911,275	F. & A.	Aug. '73 2	" " "	100	7,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Cleveland & Mahoning	50	2,057,650	M. & N.	May '73 5	" " "	100	6,259,450	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Cleveland & Pittsburgh	100	11,236,150	M. & N.	May '73 5	" " "	100	482,400	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Col. Chic. & Ind. Cen.	100	13,000,000	J. A. & O.	May '73 1	" " "	100	3,000,000	F. & A.	Aug. '73 4	Elizabethtown & Newark	100	200,000
Danbury and New Haven	100	4,000,000	M. J. S. D.	June '73 2	" " "	100	3,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Danbury, New Haven & Norwalk	100	1,230,941	J. & J.	Jan. '73 3	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Delaware	100	18,568,850	J. A. & O.	July '73 5	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Del., Lackawanna & Westn.	100	822,110	J. & J.	Oct. '73 5	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
" " " pref.	100	2,000,000	J. & J.	Oct. '73 5	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Erie Railway	100	78,000,000	J. & J.	Dec. '67 7	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
" " " pref.	100	6,536,910	J. & J.	Oct. '73 5	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Erie and Pittsburg	100	5,090,260	M. J. S. D.	June '73 4	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Fitchburg	100	4,000,000	J. & J.	July '73 4	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Georgia	100	4,166,000	J. & J.	July '73 4	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Grand River Val. guar	100	1,000,000	— & —		" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Grand Trunk (O.)	100	14,567,946	J. & J.	Oct. '73 24	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Great Western (O.)	100	12,237,404	A. & O.	Oct. '73 24	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Hannibal & St. Joseph	100	4,161,700	F. & A.	Aug. '73 5	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Hannibal & St. Joseph	100	6,078,224	A. & O.	Oct. '73 24	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Hanover Branch (Pa.)	100	110,360	M. & N.	May '73 5	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Harlem Extension	100	4,000,000	— & —		" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Harrisburg & Lancaster	100	1,182,500	J. & J.	Jan. '73 3	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Houston, prof.	100	1,180,000	J. & J.	July '73 4	" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
Huntingdon & B'd Top	100	880,000	— & —		" " "	100	2,000,000	J. & J.	July '73 4	Elizabethtown & Newark	100	200,000
" " " pref.	100	456,750	J. & J.	July '73 4	" " "	100	2,000,000	J. & J.				

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NATIONAL AND STATE SECURITIES.

Interest								Interest							
	Amounts outstand- ing.	Rate	Payable.	WHEN PAY- ABLE	Rate	Amounts outstand- ing.	Rate	Payable.	WHEN PAY- ABLE	Rate	Interest				
National Securities Oct. 1, 1873.															
Loan of June 14, 1868.....	26,045,000	5	Jan. & July.	1874	112			Massachusetts—(\$30,712,682):		5	Vario	72-80			
... registered								State (public works) scrip, '72							
... coupon	13,955,000	6	"	1874	112			364,000,000	6	June & Dec.	72-73				
Loan of February 8, 1861.....	13,760,000	6	Jan. & July.	1880	115			2,800,000	6	June & Dec.	72-76				
... registered								Union Fund Loan, 1861							
... coupon	4,655,000	6	"	1880	115			1,600,000	6	"	"	77-78			
Oregon War Bonds of March 2, 1861.....	945,000	6	Jan. & July.	1881	109			1,379,500	6	May & Nov.	1894	100			
Loan of July 17, and Aug. 5, 1861.....	125,586,150	6	Jan. & July.	1881	115			1,286,600	5	"	"	1894	100		
... registered								Bounty Loan, 1864							
... coupon	63,750,200	6	"	1881	115			4,000,744	5	"	"	1894	100		
Loan of Feb. 25, 1862.....	17,05,400	6	May & Nov.	1882	109			2,551,500	6	Mar. & Sept.	1886	100			
... (5-20s) registered								1,173,451	6	April & Oct.	1886	95			
... coupon	170,227,150	6	"	1882	109			1,186,500	5	"	"	1886	95		
Loan of March 3, 1863.....	53,553,600	6	Jan. & July.	1881	115			1,099,029	5	Jan. & July.	1900	100			
... registered								Loan (E. H. & E. R. R.)	2743,600	5	"	"			
... coupon	21,446,400	6	"	1881	115			51,332,396	5	"	"				
Loan of March 3, 1864.....	946,000	6	May & Nov.	1884	110			81,000,000	6	Jan. & July.	1879	100			
... registered								42,000,000	5	"	"	1873	100		
Loan of June 30, 1864.....	24,798,950	6	May & Nov.	1884	110			445,000,000	6	"	"	1873	98		
... registered								42,000,000	5	"	"	1873	98		
Loan of March 3, 1865.....	33,386,050	6	May & Nov.	1885	110			431,000	6	"	"	1883	100		
... (5-20s) registered								118,916,000	5	"	"	1883	100		
... coupon	33,925,600	6	"	1885	111			463,000	7	May & Nov.	1890	100			
... 2d series (5-20s) registered	55,547,500	6	Jan. & July.	1886	113			439,000	6	Jan. & July.	1890	90			
... coupon	447,211,750	6	"	1886	113			1,589,000	6	"	"	1878	98		
... 3d series (5-20s) registered	87,491,700	6	Jan. & July.	1887	113			125,000,000	6	Jan. & July.	1872	100			
... coupon	229,687,000	6	"	1887	114			250,000,000	6	Jan. & July.	17-79	100			
... 4th series (5-20s) registered	13,699,000	6	Jan. & July.	1888	113			2,275,000	6	June & Dec.	1883	100			
... coupon	23,775,000	6	"	1888	114			1,173,451	6	"	"	1883	100		
Loan of March 3, 1864.....	140,477,800	5	Mar. & Sept.	1894	108			1,099,029	5	"	"	1883	100		
... (10-40s) registered								1,099,029	5	"	"	1883	100		
Consols of July 14, '70 & Jan. 20, '71 registered	161,716,450	5	F. M. A. & N.	1881	108			1,099,029	5	"	"	1883	100		
... coupon	123,283,550	5	"	1881	108			1,099,029	5	S. W. Br. of Pacific R. R. bonds, guar.	1886	100			
Consols .....	...	...	registered	...	...			1,099,029	5	State Bonds, funding, 1867-68	1887	100			
Consols .....	...	...	coupon	...	...			1,099,029	5	State Bonds, proper, 1865-'88	1887	100			
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	14,000,000	3	Dem.	...	...			1,099,029	5	Railroad Loans, 1851-'66	1887	100			
Navy Pension Fund of July 23, 1868.....	678,000	4	Irred.	...	...			1,099,029	5	State Building Bonds, 1862-'63 and '69	1887	100			
Certificates of Indebtedness 1870.....	64,623,512	6	Jan. & July.	1865	111			1,099,029	5	Railroad Bonds (suspended) 1868	1887	100			
Pacific R. R. Bonds.....	402,309,134	nl						1,099,029	5	Missouri—(\$17,669,000):	1887	100			
U. S. Notes and Fractional Currency.....								1,099,029	5	State Bonds, proper, 1865-'88	1887	100			
State Securities, latest dates.								1,099,029	5	Railroad Loans, 1851-'66	1887	100			
Alabama—(\$15,421,000):								1,099,029	5	State Fund Stock	1875	100			
... Bonds (old and extended), 1866 and '72.	2,552,800	5	May & Nov.	1865	102	46		1,099,029	5	General Fund Stock	1875	100			
... Bonds (new), '66-'67 and '72.	2,386,000	5	Jan. & July.	1866	102	54		1,099,029	5	General Fund Stock	1878	100			
... Railroad Aid Bonds, 1870 and '71.	2,620,000	5	"	1867	101	54		1,099,029	5	General Fund Stock	1878	100			
Arkansas—(\$6,00,0.0):								1,099,029	5	Canal Stock	1874	100			
... Levee Bonds, 1871.	2,185,000	5	Jan. & July.	1861	101	46		1,099,029	5	Canal Stock	1874	100			
... Deficiency Bonds, 1872.	300,000	5	"	1862	101	46		1,099,029	5	Canal Stock	1874	100			
... Railroad Aid Bonds, 1869 '70 and '71.	5,465,000	7	April & Oct.	1869	101	46		1,099,029	5	Bounty Loan Bonds, 1867, registered	1872	100			
California—(\$3,31,500):								1,099,029	5	Bounty Loan Bonds, 1867, coupon	1872	100			
... Civil Bonds 1857 and '60.	2,108,000	7	Jan. & July.	1877	117			1,099,029	5	North Carolina—(\$29,900,045):	1872	100			
... Bounty and Relief Bonds, 1866 and '61.	954,500	7	"	1865	102	46		1,099,029	5	State (old) Bonds 1848 to 1860	1872	100			
... State Capital Bonds, 1871.	250,000	7	"	1861	102	46		1,099,029	5	State (old) Bonds 1848 to 1860	1872	100			
Connecticut—(\$5,767,500):								1,099,029	5	State (new) Bonds, 1867 to 1870	1872	100			
... War Loan, July 1, 1861, (10-20s).	708,700	8	Jan. & July.	1871	101	54		1,099,029	5	State (new) Bonds, 1867 to 1870	1872	100			
... War Loan, Jan. 1863 and '64 (20s).	2,388,000	8	"	1871	101	54		1,099,029	5	Funding (Debt) Bonds, 1866	1872	100			
... War Loan, Oct. 1, 1864 (10-30s).	955,500	8	April & Oct.	1874	101	54		1,099,029	5	Funding (Interest) Bonds 1868	1872	100			
Florida—(\$4,78,865):								1,099,029	5	Special Tax Bonds	1872	100			
... Convention Bonds 1868.	39,000	8	April & Oct.	1868	101	46		1,099,029	5	Ohio—(\$9,022,721):	1872	100			
... Bonds 1,68-'69.	191,000	8	Various	1868	101	46		1,099,029	5	Ohio—(\$9,022,721):	1872	100			
... Bonds 1871.	210,000	7	Various	1869	101	46		1,099,029	5	Ohio—(\$9,022,721):	1872	100			
... Loan to Jack, Pensa, & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	101	46		1,099,029	5	Ohio—(\$9,022,721):	1872	100			
Georgia—(\$10,494,500):								1,099,029	5	Convention Bonds 1868.	1872	100			
... Bonds for W. & A. L. R. R. 1842, '43, '44, '45.	866,000	6	Various	1868	101	46		1,099,029	5	Bounty and Relief Bonds of 1864.	1872	100			
... Bonds for W. & A. L. R. R. 1842 and '43.	276,500	7	Various	1869	101	46		1,099,029	5	Williamette Canal & Lock Bonds of 1870	1872	100			
... Bonds for Atch. Gulf R. R. 1848-'59, '60-'61.	600,000	6	Feb. & Aug.	1869	101	46		1,099,029	5	State (new) Bonds, 1867 to 1870	1872	100			
... Bonds of At. & G. 1860.	200,000	6	"	1869	101	46		1,099,029	5	Funding (Debt) Bonds, 1866	1872	100			
... Bonds of Act of March 12, 1866.	3,900,000	7	Jan. & July.	1874	101	46		1,099,029	5	Funding (Interest) Bonds	1872	100			
... Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various	1874	101	46		1,099,029	5	Ohio—(\$9,022,721):	1872	100			
... Railroad endorsements, to July 1872....	12,000,000	7	Various	1874	101	46		1,099,029	5	State Stock, Stock & Bonds '66-'68.	1872	100			
Illinois—(\$2,133,634):								1,099,029	5	Funding Stocks & Bonds '66-'68.	1872	100			
... Interest Bonds, inscribed stock, 1847.	971,834	6	Jan. & July.	1861	101	46		1,099,029	5	War Bonds of Aug. 1862.	1872	100			
... Refunded Stock Bonds, 1859.	348,000	6	"	1862	101	46		1,099,029	5	1,049,000	6	Mar. & Sept.	1882	100	
... Thornton Loan Bonds, 1861.	102,000	6	"	1862	101	46		1,099,029	5	200,000	6	April & Oct.	1882	100	
... War Loan Bonds, 1861.	417,000	6	"	1862	101	46		1,099,029	5	300,000	6	Jan. & July.	1882	100	
... Chicago Bond Bonds, 1871.	250,000	6	May & Nov.	1880	101	46		1,099,029	5	300,000	6	April & Oct.	1882	100	
Kansas—(\$1,336,676):								1,099,029	5	300,000	6	Jan. & July.	1882	100	
... State Bonds (various) 1863 to 1864.	110,675	6	"	1861	101	46		1,099,029	5	300,000	6	Jan. & July.	1882		

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in One Year."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price		Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	
			When.	Where.							When.	Where.			
Adirondack:	\$1,000,000	7	Jan. & July.	New York.	1880	....		Brunswick and Albany:	\$3,000,000	6	April & Oct.	New York.	1908	....
1st Mortgage:	900,000	7	Jan. & July.	New York.	1901	....	2d Mort. (gold) end. by Ga. tax fr.	2,300,000	7*	"	"	1893	....	
Alabama Central:	1,000,000	8	Jan. & July.	New York.	1890	....	Buffalo, Bradford and Pittsburg:	580,000	7	Jan. & July.	New York.	1896	....	
1st Mortgage:	1,000,000	8	Jan. & July.	New York.	1890	....	General Mortgage:	700,000	7	March & Sept.	New York.	1896	....	
Alabama and Chattanooga:	16,000,000	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:	2,000,000	7	June & Dec.	New York.	1877	92	
1st Mortgage, guar. by Ala.:	9,000,000	8	"	"	1890	....	Buffalo, New York and Erie:	3,000,000	6	Jan. & July.	New York.	1866	....	
2d Mortgage:	7,000,000	8	"	"	1890	....	1st Mortgage:	2,000,000	7	May & Nov.	N. Y. & Lond.	1899	23	
Alabama and Georgia:	16,000,000	8	Jan. & July.	New York.	1891	....	Buffalo, New York & Phila.:	5,058,350	1	April & Oct.	Boston.	1892	96	
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage:	600,000	8	Jan. & July.	"	1876	....	
Albany and Susquehanna:	1,000,000	7	Jan. & July.	New York.	1888	98	Stock Bonds pref. 2d lien:	1,200,000	8	"	"	1878	....	
1st Mortgage:	2,000,000	7	April & Oct.	"	1885	97	Stock (common) Bonds:	890,000	8	April & Oct.	"	1870	97		
2d Mortgage:	369,000	7	May & Nov.	"	1881	92	Stock (common) Bonds:	899,500	8	Jan. & July.	"	1894	98		
Albany Loan:	1,000,000	6	"	"	1895	....	Stock (common) Bonds:	1,377,840	8	"	"	1880	....	
Alexandria and Fredericksburg:	1,000,000	7	June & Dec.	New York.	1886	....	Burlington & Mo. Riv. in Neb.:	5,567,971	8	Jan. & July.	Boston.	1804	90	
Allegheny Valley:	4,000,000	7	Jan. & July.	New York.	1890	90	1st Mortgage convertible:	20,000pm	8	May & Nov.	Boston.	1894	50		
General Mortgage:	3,500,000	5	.....	Harrisburg.	1874	....	Burlington and Southwestern:	1st Mortgage:	2,250,000	7*	Jan. & July.	New York.	1889	....
Spec. Mortg. to Penn.	1,000,000	6	.....	.....	1891	....	Cairo and Fulton (Arkansas):	1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Androscoggin:	425,000	6	Jan. & July.	Bath, Me.	1891	....	Cairo and St. Louis (3 ft gauge):	1st Mortgage:	2,250,000	7	April & Oct.	New York.	1901	....
Arkansas Central (narrow gauge):	8,000pm	8*	Jan. & July.	New York.	1891	....	Cairo and Vincennes:	1st Mortgage, gold:	3,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:	3,500,000	8	Jan. & July.	Boston.	1891	....	California Pacific:	1st Mortgage, sinking fund:	2,250,000	7*	Jan. & July.	New York.	1889	....
Atchison, Topeka and Santa Fe:	15,000pm	7*	Jan. & July.	Boston.	1899	87	Camden and Atlantic:	1st Mort. of 1884:	500,000	7	April & Oct.	Camden.	1879	95	
1st Mortgage (gold):	7,500pm	7*	April & Oct.	"	1902	....	Camden and Burlington County:	Consolidated 1st Mortgage:	388,000	6	Feb. & Aug.	Philadelphia.	1879-97	89
Atlanta and Richmond Air Lines:	15,000pm	8	Jan. & July.	New York.	1900	88	Canada, Michigan and Chicago:	1st Mort. (skg fd) for \$2,750,000.	7	.....	New York.	....	....
1st Mortgage (guar. by Ga.):	15,000pm	8	Jan. & July.	New York.	1900	88	Canada Southern:	1st Mort. (skg fd) for \$9,000,000.	8,750,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
Atlantic and Great Western:	18,000,000	7*	Jan. & July.	London.	1902	....	Carthage & Burlington (C.B. & Q.):	1st Mortgage:	2,250,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (gold):	12,000,000	7*	March & Sept.	"	1902	....	Carthage & Burlington County:	1st Mortgage of 1884:	500,000	7	April & Oct.	Camden.	1879	95
3d Mortgage (gold) Income:	29,000,000	7*	May & Nov.	"	1902	....	Consolidated 1st Mortgage:	1st Mort. (skg fd) for \$2,750,000.	388,000	6	Feb. & Aug.	Philadelphia.	1879-97	89
Atlantic and Gulf:	2,000,000	7	Jan. & July.	New York.	1897	....	Canada, Michigan and Chicago:	1st Mort. (skg fd) for \$2,750,000.	7	.....	New York.	....	....
Consolidated (25 m.) free U. S. tax Sectional (S.A. & G. R. R.) bonds:	810,000	7	"	"	1898	....	Canada Southern:	1st Mort. (skg fd) for \$9,000,000.	8,750,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
1st Mortgage (S. Ga. & Fin. R. R.):	464,000	7	May & Nov.	"	1888	....	Carthage & Burlington (C.B. & Q.):	1st Mort. (skg fd) for \$9,000,000.	600,000	8	May & Nov.	New York.	1879	....
2d Mortgage (S. Ga. & Fin. R. R.):	200,000	7	"	"	1889	....	Carthage & Burlington County:	1st Mortgage of 1884:	600,000	8	May & Nov.	New York.	1879	....
Atlantic and Lake Erie:	1st Mort. (gold) for \$5,000,000:	7*	Jan. & July.	New York.	1901	....	Consolidated 1st Mortgage:	1st Mort. (skg fd) for \$2,750,000.	388,000	6	Feb. & Aug.	Philadelphia.	1879-97	89
Atlantic, Miss. and Ohio (428 m.):	1st Mortgage for \$15,000,000:	7	Jan. & July.	New York.	1901	....	Canada, Michigan and Chicago:	1st Mort. (skg fd) for \$2,750,000.	7	.....	New York.	....	....
Atlantic and North Carolina:	200,000	8	Jan. & July.	New York.	1873	....	Canada Southern:	1st Mort. (skg fd) for \$9,000,000.	8,750,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
Atlantic and Pacific:	Land Mortgage gold bonds:	3,000,000	6*	Jan. & July.	New York.	1888	Carthage & Burlington (C.B. & Q.):	1st Mort. (skg fd) for \$9,000,000.	600,000	8	May & Nov.	New York.	1879
1st Mort. (So. Pac. & gold bds):	7,250,000	6*	"	"	1888	....	Carthage & Burlington County:	1st Mortgage of 1884:	600,000	8	May & Nov.	New York.	1879	....
Atlantic and St. Lawrence:	1st Mortgage (sterling) of 1853:	484,000	6*	May & Nov.	London.	1878	Central of Georgia:	1st Mortgage, gold:	250,000	7	Feb. & Aug.	New York.	1890
2d Mortgage (sterling) of 1854:	499,966	6*	April & Oct.	"	1884	....	Cedar Falls and Minnesota:	1st Mort. (C. F. to Waverly):	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
2d Mortgage (sterling) of 1854:	712,932	6*	May & Nov.	"	1891	....	1st Mort. (W. M. to Minn. Line):	1st Mort. (W. M. to Minn. Line):	1,200,000	7	April & Oct.	New York.	1884	....
Bald Eagle Valley:	371,200	6	Jan. & July.	Philadelphia.	1881	....	Cedar Rapids & Mo. Riv. (C. & N. W.):	1st Mortgage, 1st Div. \$10,000 p. m.	700,000	7	Feb. & Aug.	New York.	1891	87
2d Mortgage:	100,000	7	"	"	1884	....	1st Mortgage, 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	87	
Baltimore and Ohio:	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mortgage, 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1916	84		
Loan of 1853-'55:	575,500	6	"	"	1880	....	Central Branch Union Pacific:	1st Mort. (Aitch. & Pike's Peak):	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1855-'56 (Half), sing. fd:	1,710,500	6	April & Oct.	"	1885	91	2d Mortgage Government's subsidy:	1,600,000	6	Jan. & July.	"	1895	....	
Loan of 1856-'58 (Half), sing. fd:	8,645,688	6	Jan. & July.	London.	1895	....	Central of Georgia:	1st Mortgage:	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'95 (Half), sing. fd:	3,788,762	6	March & Sept.	Baltimore.	1873	100	Central of Iowa:	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1890	....
2d Mort. (N. W. Va. & R. R.) assumed:	485,500	6	Jan. & July.	"	1888	94	2d Mortgage, gold, \$4,000 p. m.	812,000	7	April & Oct.	"	1901	....	
3d Mort. (N. W. Va. & R. R.) assumed:	140,000	6	"	"	1891	....	Central of New Jersey:	2d (now 1st) Mortgage (balance):	174,000	7	May & Nov.	New York.	1875	....
Baltimore and Potomac:	1st Mort. (Funnel) gold guar.:	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Convertible bonds of 1872:	1,725,000	7	"	"	1902	....
1st Mortgage (R. R.) gold guar.:	8,500,000	6*	April & Oct.	"	1911	....	2d Mort. (skg fd) for \$16,000,000.	1,725,000	7	Jan. & July.	New York.	1890	....	
Bangor and Pictouique:	1st Mortgage (Bangor loan):	600,000	6	April & Oct.	Bangor.	1899	....	New Mortgage for \$6,000,000.	5,000,000	7	Feb. & Aug.	"	1891	101
1st Mort. (Bangor loan) exten's:	120,000	7	"	"	1901	....	Loan of Lehigh C. & Nav. Co. (ass'd):	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....	
Bay City and East Saginaw:	1st Mort. (N. W. Va. & R. R.) assumed:	100,000	10	Jan. & July.	Detroit.	1886	Central Ohio (B. & O.):	1st Mortgage guaranteed:	2,500,000	6	March & Sept.	Baltimore.	1890	84
Baltimore and Potomac:	1st Mort. (Funnel) gold guar.:	1,500,000	6*	Jan. & July.	New York.	1877	96	Central Pacific of California:	1st Mortgage, 30 years bonds, gold:	25,883,000	6*	Jan. & July.	New York.	1895-99	93
1st Mortgage (R. R.) gold guar.:	499,500	6	March & Sept.	Princeton.	1885	81	Convertible 20 years bonds, gold:	1,483,000	7*	"	"	1883	106		
2d Mortgage (Penn. R. R. Co.):	145,000	6	Feb. & Aug.	"	1887	84	State Aid Bds. (Int. by State), gold:	1,500,000	7*	"	"	1885	107		
Bare Ridge, (N. Car.):	1st Mortgage, guar. by State, gold:	4,000,000	7*	Jan. & July.	Charleston.	1895	....	1st Mort. (Western Pacific) gold:	2,725,000	6*	"	"	1889	108
Boston and Albany:	Currency bonds of Feb. 4, 1872.	8,000,000	7	Feb. & Aug.	Boston.	1892	103	1st Mort. (Calif. & Oregon) gold:	6,750,000	6*	"	"	1889	108	
Boston, Clinton and Fitchburg:	1st Mortgage (Agricultural Br.):	400,000	6	Jan. & July.	Boston.	1884	82	1st Mort. (San Joaquin V. D.) gold:	500,000	6*	"	"	1890	108	
1st Mortgage (Equalization):	348,000	7	"	"	1889	90	Land bonds (Cen. Pac. Co.) gold:	6,000,000	6*	April & Oct.	New York.	1900	....	
1st Mortgage (consolidated):	188,000	7	"	"	1890	80	9,158,000	6*	"	"	1890	108			
Equipment Mfg. Co.:	100,000	8	April & Oct.	"	1881	90	Charleston and Savannah:	1st Mortgage, 2d Div. \$10,000 p. m.	2,100,000	7	Jan. & July.	New York.	1895	....
Boston, Concord and Montreal:	Sinking Fund (consolidated):	624,000	6	Jan. & July.	Boston.	1889	88	1st Mortgage, 2d Div. \$10,000 p. m.	150,000	8	April & Oct.	Philadelphia.	1901	....
1st Mortgage (71 m.):	76,000	6	Feb. & Aug.	New York.	1896	....	Charleston and Savannah:	1st Mortgage dated Jan. 1, 1871.	75,000	7	Jan. & July.	Charleston.	1888	....
1st Mort. (22 1/2 m.) convertible:	160,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage dated Jan. 1, 1862.	1st Mort. (Va. Uen.) guar. by Va.	1,000,000	6*	Jan. & July.	Charleston.	1888	....
1st Mort. (22 1/2 m.):	200,000	7	"	"	1870	....	Cheraw and Salisbury:	1st Mort. (Va. Uen.) guar. by Va.	100,000	6	Jan. & July.	Charleston.	1888	....
Boston, Hartford and Erie:	1st Mortgage (old):	60,000	7	March & Sept.	Boston.	1884	82	1st Mortgage for \$250,000.	18,000	6*	Jan. & July.	Charleston.	1891	....
1st Mortgage (Berdell):	15,000,000	7	Jan. & July.	Boston.	1899	24	Cherokee:	1st Mort. guar. by Ga. \$12,500 p. m.	1,000,000	6*	May & Nov.	New York.	1899	90	
1st Mortgage, guar. by Erie:	5,000,000	7	"	New York.	1899	....	Cherry Valley, Sharon & Albany:	1st Mort. con. guar. by A. & S. Co.	300,000	6*	Jan. & July.	New York.	1899	90
Mass. I. (secured by \$4,000,000 Ger.):	2,000,000	7*	"	"	1899	....	Chesapeake and Ohio:	1st M. (gold) skg d for \$15,000,000.	10,000,000	6*	May & Nov.	New York.	1890	90
Boston and Lowell:	1st Mortgage:	200,000	6	April & Oct.	Boston.	1870	Chesapeake and Ohio:	1st Mort. (Va. Uen.) guar. by Va.	100,000	6	Jan. & July.	New York.	1890	90
Bonds of 1873 for \$1,000,000:	500,000	6	April & Oct.	Boston.	1892	104	Chesapeake and Ohio:	1st Mort. (Va. Uen.) guar. by Va.	100,000	6	Jan. & July.	Philadelphia.	1890	....

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Price
			When.	Where.					When.	Where.	
Chester & Chicago Br. Junction:						Cinc. & Indiana (Ind. C. & La.F.)	\$500,000	7	June & Dec.	New York	1892
1st Mort. for \$1,000,000 skg fund	4,500,000	10 May & Nov.	St. Louis	1877	...	1st Mortgage guaranteed	1,500,000	7	June & Dec.	"	"
Chester and Tamaoa:						2d Mortgage guaranteed	1,500,000	7	Jan. & July	"	"
1st Mortgage	600,000	7* May & Nov.	New York	1901	...	Cinc. Richmond & Fort Wayne:	1,500,000	7*	June & Dec.	New York	1921
Chester Valley:						1st Mortgage gold, guar.	1,067,421	7	June & Dec.	New York	1890
1st Mortgage (in default)	300,000	7 May & Nov.	Philadelphia	1872	...	1st Mort. (C. S. & C.)	588,000	6	Feb. & Aug.	Boston	1900
Chicago and Alton:						1st Mort. (San. Day. & Cin.) E.R.	550,000	7	March & Sept.	"	1877
1st Mortgage, pref. sinking fund.	256,000	7 May & Nov.	New York	1877	102	Cincinnati and Springfield:	1,250,000	7	April & Oct.	New York	1901
1st Mortgage	2,406,000	7 Jan. & July	"	1883	106	1st Mortgage for \$2,000,000 guar.	1,250,000	7	— & —	New York	1901
2d Mortgage Income	1,100,000	7 April & Oct.	"	1883	97	Cincinnati and Terre Haute:	1,250,000	7	Jan. & July	New York	1891
1st Mort. (St.L.J. & Co) assumed	584,000	7	"	1894	91	1st Mort. (Ind. Div.) for \$6,000,000	1,250,000	7	— & —	"	"
2d Mort. ("") "	188,000	7 Jan. & July	"	1898	...	Cincinnati, Wabash and Mich.:	1,250,000	7	Jan. & July	New York	1891
Chicago, Burlington and Quincy:						1st Mortgage for \$16,000 p. m.	1,250,000	7	— & —	"	"
Trust Mortgage skg fund conv.	2,692,000	8 Jan. & July	New York	1883	110	Clev. Col. Cin. & Indianapolis:	2,214,000	7	May & Nov.	New York	1899
Trust Mortgage (Bur. to Peoria)	150,000	8	"	1888	...	1st Mortgage sinking fund	272,000	7	June & Dec.	"	"
2d Mort. (Northern Cross) gold,	850,000	7 April & Oct.	Frankfort	1890	...	1st Mort. (C. & C. R. R.)	513,000	7	Jan. & July	"	1895
Loan of 1872	941,000	44 July	"	1890	...	Clev. & Mahoning A. & Gt. Wm.:	650,000	7	Feb. & Aug.	New York	1878
1st Mort. (Am. Cen. R.R.) guar.	6,632,226	7 Jan. & July	Boston	1896	91	1st Mortgage 1853	437,900	8	March & Sept.	"	1876
1st Mort. (Peo. & Han.) guar.	600,000	8	"	1878	...	3d Mortgage (sinking fund) 1856	71,000	7	Jan. & July	"	1878
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8 April & Oct.	"	1879	...	1st Mort. (Branch) 1863	526,000	7	May & Nov.	"	1900
1st Mort. (Dix. Peo. & Han) guar.	800,000	8 Jan. & July	"	1889	95	Clev. Mt. Vernon and Delaware:	1,500,000	7*	Jan. & July	New York	1900
1st Mort. (Quincy & War.) guar.	600,000	8 May & Nov.	"	1879	...	1st Mortgage gold	854,700	6	June & Dec.	Philadelphia	1893
1st Mort. (O. O. & Fox R.R.) guar.	800,000	8 Jan. & July	"	1890	...	2d (now 1st) Mortgage guar.	750,000	7	March & Sept.	New York	1873
1st Mort. (Ill. Gr. Trunk) guar.	1,260,000	8	"	1900	92	3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	"	100
Chicago, Cincinnati and Louisville:					...	4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	"	86
1st Mortgage	1,004,000	7 Jan. & July	New York	1887	...	Consol. sinking fund guar.	526,000	7	May & Nov.	"	65
Chicago, Clinton & Dubuque:						Olebrookdale:	1,000,000	7	March & Sept.	"	"
1st Mort. guar. C. B. & Q.	1,800,000	8 Jan. & July	Boston	1890	80	1st Mort. guar. by Ph. and Rdg.	444,700	6	June & Dec.	Philadelphia	1893
Chicago, Danville and Vincennes:					...	1st Mortgage	225,000	8	June & Dec.	Boston	1890
1st Mortgage (Ill. Div.) gold	2,500,000	7 April & Oct.	New York	1900	90	1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York	1908
1st Mortgage (Ind. Div.) gold	1,500,000	7	"	1912	90	2d Mortgage Consol. skg fund	3,879,900	7	Feb. & Aug.	"	1909
Chicago, Dubuque & Minnesota:					...	Columbus, Springfield and Cin.:	1,000,000	7	March & Sept.	New York	1901
1st Mortgage guar. \$25,000 p. m.	4,100,000	8 June & Dec.	Boston	1896	78	1st M. (assumed by Cinn. S. & C.)	1,500,000	7	April & Oct.	New York	1897
Chicago and Illinois Southern:					...	Columbus and Hocking Valley:	1,500,000	7	Jan. & July	"	1880
1st Mortgage for \$10,000 p. m.	1,750,000	8 March & Sept.	New York	1900	...	1st Mortgage skg fund	200,000	7	Jan. & July	"	1891
Chicago and Iowa:					...	1st Mortgage (Branch)	1,000,000	7	April & Oct.	"	"
1st Mortgage for \$2,200,000.	692,000	8 Jan. & July	New York	1900	96	General Mortgage	1,000,000	7	Jan. & July	"	"
Chicago, Iowa and Nebraska:					...	Columbus and Xenia:	302,000	6	March & Sept.	New York	1860
2d Mort. (now 1st) guar. C. & NW	218,000	7 Jan. & July	Boston	1880	...	1st Mortgage, guar. by Pa. Co.	446,100	6	June & Dec.	Boston	1876
3d Mort. (now 2d) C. & NW	218,000	7 Feb. & Aug.	New York	1892	...	Connecticut and Passaic Riv.	594,000	7	June & Dec.	"	97
Chicago and Northwestern:					...	1st Mortgage sinking fund.	400,000	6	Jan. & July	"	"
Preferred sinking fund (193 m.)	1,245,500	7 Feb. & Aug.	New York	1885	99	Notes payable, com. at par.	1,000,000	7	Jan. & July	"	"
Funded coupons (193 m.)	766,000	7 May & Nov.	"	1883	96	1st Mort. (Massawippi) guar. gold	250,000	6	March & Sept.	"	"
General 1st Mortgage (193 m.)	3,663,000	7 Feb. & Aug.	"	1886	96	Connecticut River:	250,000	6	March & Sept.	Boston	1878
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	"	1884	...	1st Mortgage skg fund.	1,000,000	7	April & Oct.	New York	1897
Green Bay Ext. (26 m. & 76,000 ac.)	200,000	7	"	1885	...	Connecticut Valley:	1,000,000	7	Jan. & July	"	1880
Equipm't (Eng. & Cars \$40,000)	101,000	7 April & Oct.	"	1874	...	1st Mortgage	1,000,000	7	Jan. & July	Hartford	1890
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7 Feb. & Aug.	"	1902	102	1st Mortgage for \$2,500,000.	1,000,000	7	Jan. & July	"	"
2d Mort. (Gal. & Chic. 248 m.)	943,000	7 May & Nov.	"	1892	...	Connecting (Philadelphia):	1,000,000	7	Jan. & July	"	"
Miss. Riv. Bridge ("")	200,000	7 Jan. & July	"	1884	...	1st Mort. ABCD & E \$2,000,000 h.	1,000,000	6	March & Sept.	Philadelphia	1823.4
Elgin & St. Line ("")	125,000	7 March & Sept.	"	1898	45	Cooperstown and Susq. Valley:	100,000	7	March & Sept.	"	"
1st Mort. (Pethinsula 70 m. & land)	767,000	7	"	1898	...	1st Mortgage	100,000	7	March & Sept.	New York	1859
Equipm't (Eng. & Cars \$2,500,000)	2,04,000	7 F. M. A. & N.	"	1915	85	Cowanesque Valley:	100,000	7	March & Sept.	"	"
1st Mort. (Madison Exten.) gold	3,150,000	7 June & Dec.	"	1911	...	1st Mortgage	100,000	7	Jan. & July	New York	1902
1st Mort. (Memorine Ext.) gold	2,700,000	7 June & Dec.	"	1911	...	1st Mortgage gold	100,000	7	Jan. & July	"	"
1st Mort. (Chi. & Mil. R. R.) guar.	397,000	7 May & Nov.	"	1874	...	2d Mortgage, sinking fund	903,500	7	March & Sept.	New York	1891
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7 Feb. & Aug.	"	1874	...	1st Mortgage	100,000	7	May & Nov.	"	1888
3d Mort. ("") guar.	10,600	7 June & Dec.	"	1898	...	2d Mortgage, sinking fund	161,000	8	April & Oct.	Philadelphia	1864
1st Mort. (Chic. & Mil. R. W.) guar.	1,135,000	7 Jan. & July	"	1898	93	1st Mortgage	104,500	8	— & —	"	1868
1st Mort. (Bel. & Mad. R. R.) guar.	338,000	7	"	1888	...	2d Mortgage	81,800	6	Jan. & July	"	1884
Chicago and Northern Pac. Air-L.:					...	Plain bonds	100,000	7	Jan. & July	"	"
1st Mort. (skg fd gold \$25,000 pm)	1,850,000	7 June & Dec.	New York	1902	...	Danbury and Norwalk:	100,000	7	Jan. & July	"	"
1st Mort. of Sept. 1, '93 \$14,000 pm	1,850,000	8 May & Nov.	New York	1889	77	1st Mortgage of July 1, 1860.	100,000	7	Jan. & July	New York	1880
1st Mort. of Nov. 1, '91 \$16,00 pm	1,850,000	8 March & Sept.	"	1891	...	1st Mortgage of July 1, 1820.	200,000	7	Jan. & July	"	1890
Chicago, Omaha and St. Joseph:					...	Danv. Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia	1887
1st Mortgage for \$8,000,000.	1,850,000	8 April & Oct.	New York	1901	...	1st Mortgage	3,000,000	7	Jan. & July	New York	1890
Chicago and Paducah (C. B. & Q.):					...	1st Mort. gold skg fd \$20,000 p.m.	1,331,000	7	Jan. & July	New York	1884
1st Mortgage \$26,000 p. m. gold	1,850,000	7	"	1901	...	1st Mortgage, sinking fund	44,000	7	March & Sept.	"	"
Chi. Pekin & Southw. (C. & Q.):					...	2d Mortgage, guar.	361,000	7	April & Oct.	"	"
1st Mortgage for \$1,000,000 gold	700,000	7 Feb. & Aug.	Boston	1901	...	Toledo Depot bonds, guar.	105,500	7	March & Sept.	"	"
Chicago, Rock Island and Pacific:					...	Dayton and Union:	140,000	7	March & Sept.	New York	1870
1st Mortgage (C. & R. I. & balance	104,000	7 Jan. & July	New York	1870	...	1st Mortgage registered	135,000	7	June & Dec.	"	1879
1st Mort. skg fund (C. R. I. & Pac.)	8,600,000	7	"	1896	...	2d Mortgage	252,445	6	— & —	"	1879
Chi. & Southwesn (C. R. I. & Pac.):					...	Income Bonds	275,000	7	Jan. & July	New York	1905
1st Mort. gold, tax free, guar.	5,000,000	7 May & Nov.	New York	1889	...	Dayton and Western (Pa. Co.):	425,000	6	— & —	"	"
1st Mortgage gold, Atchison Br.	1,000,000	7 June & Dec.	"	1901	...	1st Mortgage	500,000	8	March & Sept.	New York	1901
Chicago & Wisconsin Midland:					...	1st Mortgage	500,000	8	March & Sept.	"	"
Chicago and Superior:					...	1st Mortgage, Sullivan and Mattoon	500,000	8	March & Sept.	New York	1901
1st Mortgage (Mad. & Portage) gd	800,000	7 April & Oct.	New York	1900	...	1st Mortgage	500,000	6	Jan. & July	Philadelphia	1875
1st Mort. (Chi. & Sup. g'd \$6,000,000)	1,600,000	7 Jan. & July	"	1902	...	1st Mortgage	100,000	6	Jan. & July	"	"
Chillicothe & Brunswick:					...	1st Mortgage, guar.	100,000	6	— & —	"	"
1st Mort. guar. by St. L. K. C. & W.	500,000	8 Jan. & July	New York	1894	...	1st Mortgage extension	100,000	6	— & —	"	"
Cincinnati, and Baltimore					...	Delaware State Loan:	170,000	6	— & —	"	"
Cincinnati, Hamilton and Dayton:					...	Otawawa, Lackawann. & Western:	1,111,000	7	April & Oct.	New York	1876
1st Mort. of 1853	1,250,000	7 May & Nov.	New York	1880	...	1st Mort. (Eastern Ext.)	1,111,000	7	March & Sept.	"	"
2d Mortgage of 1855	500,000	7 Jan. & July	"	1886	...	2d Mort. (Del. Lack. & Win.)	1,633,000	7	June & Dec.	"	1881
3d Mortgage of 1867	282,000	7 June & Dec.	"	1877	...	Convertible bds (Del. Lack. & W.)	5,000,000	7	June & Dec.	"	1882
Cincinnati and Indianapolis Junc.:					...	Denver Pacific:	2,500,000	7	May & Nov.	New York	1899
2d Mortgage	1,200,000	7 Jan. & July	New York	1886	...	Int. Mortgage mid. land grant	2,500,000	7	May & Nov.	"	"
1st Mortgage (Newcastle Br.)	798,000	7 March & Sept.	"	1893	...	Denver &					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount	Interest Payable.			Description of Bonds.	Amount	Interest Payable.		
		When.	Where.	Due.			When.	Where.	Due.
Detroit, Eel River and Illinois:					Framingham and Lowell:	\$477,583	7 May & Nov.	Boston	1891
1st Mortgage for \$22,000 p.m.	\$.....	8 Jan. & July	New York	1891	1st Mortgage	250,000	6* April & Oct.	Baltimore	1900
Detroit, Hillsdale and Indiana:					Frederick and Pennsylvania Line:	250,000	7 Feb. & Aug.	New York	1882
1st Mort. \$16,000 p. m. guar.	1,170,000	5 June & Dec.	New York	1890	1st Mortgage gold	948,000	7 May & Nov.	"	1875
2d Mortgage	300,000	8 Jan. & July	"	1891	Galeana & Chic Union (C. & N.W.):	1,785,000	6 Jan. & July	"	1878
Detroit, Lansing & L. Michigan:					1st Mortgage	948,000	7 Feb. & Aug.	New York	1884
1st Mortgage (consolidation)	3,000,000	8 April & Oct.	Boston	1896	2d Mortgage	200,000	7 March & Sept.	N.Y. & Lond.	1900
Detroit and Milwaukee:					Elgin and State Line Purchase:	200,000	8 Jan. & July	"	1892
1st Mortgage, (D. & M. R. R.) conv.	2,800,000	5 May & Nov.	New York	1876	Mississippi Bridge:	200,000	7 Feb. & Aug.	"	1888
2d Mortgage	1,000,000	8 Jan. & July	"	1875	Georgia (and Banking):	651,000	7 Jan. & July	Augusta	1872-88
1st Funded Conv. (D. & M. R. R.)	625,924	7 Jan. & July	"	1875	Company bonds (debentures):	2,000,000	7* March & Sept.	N.Y. & Lond.	1900
2d Funded Conv.	375,784	8 Jan. & July	"	1875	Gilman, Clinton & Springfield:	1,000,000	8 Jan. & July	"	1888
Oakl. & Ottawa R. R. stg. bonds	150,867	5 May & Nov.	London	1873	1st Mortgage gold	2,000,000	7* April & Oct.	London	1888
Detr. & Pontiac R. R. bonds	250,000	7 Jan. & July	New York	1875	2d Mortgage gold	1,000,000	8* Jan. & July	"	1892
Detr. & Pontiac R. R. bonds	250,000	8 Feb. & Aug.	"	1886	Goshen and Deckertown:	226,500	7 Jan. & July	New York	1888
Detroit, Mon. & Toledo (L. Sh. & M.S.):					1st Mortgage	226,500	8* March & Sept.	"	1879
1st Mortgage Aug. 1, 1858	924,000	7 Feb. & Aug.	New York	1876	Grand Rapids & Indiana:	4,000,000	7* Jan. & July	New York	1899
Dubuque and Sioux City:					1st Mortgage guar. gold, tax free	4,000,000	7* April & Oct.	"	1899
1st Mortgage tax free	894,000	7 Jan. & July	New York	1883	1st Mort. not guar. gold, tax free	4,000,000	7* Jan. & July	"	1899
Dubuque Southwestern:					Grand River Valley (Mich. C.):	1,500,000	8 Jan. & July	New York	1886
1st Mortgage, guar. by Ill. Cen.	450,000	7 April & Oct.	New York	1883	1st Mort., assumed by Lessees.	500,000	8* March & Sept.	"	1879
1st Mortgage, preferred & guar.	100,000	7 Jan. & July	"	1883	2d Mortgage, guar. by Lessees..	500,000	7* Jan. & July	New York	1886
Dunkirk, Warren and Pittsburg:					Grand Trunk (O.):	2,500,000	6* April & Oct.	London	1888
1st Mortgage gold tax free....	1,190,000	7 June & Dec.	New York	1900	Equipment Bonds £500,000....	1,310,000	6* April & Oct.	"	1888
Dutchess and Columbia:					Equipment Bonds No. 2 £270,500	6,000,000	6* Feb. & Aug.	"	1888
1st Mortgage Jan. 1, 1868....	1,500,000	7 Jan. & July	New York	1908	1st Preference Bonds £2,385,383	14,191,675	5* Jan. & July	"	1881
East Alabama and Cincinnati:					2d Preference Bonds £1,638,765	8,428,825	4* Jan. & July	"	1881
1st Mort. end \$16,000 p.m. by Ala.	604,000	8 Jan. & July	"	1890	Provincial Debentu's £3,111,500	15,587,500	5* Jan. & July	Ottawa	1888
East Brandywine & Waynesburg:					Great Western of Canada:	600,000	5* Jan. & July	"	1888
1st Mortgage....	140,000	7 Jan. & July	Philadelphia	1885	Perpetual Debenture Stock....	227,273	5 Jan. & July	London	perp.
2d Mortgage....	55,000	8 " "	"	1873	Common (Company) Bonds:	1,884,117	5* Jan. & July	"	1873
East Pennsylvania (Ph. & Rd.)					Common (" ") Bonds	2,003,975	6* May & Nov.	"	1870
1st Mortgage, guaranteed....	495,000	7 March & Sept.	Philadelphia	1883	Common (" ") Bonds	2,662,067	5* April & Oct.	"	1881
East Tenn. & Georgia E. T. V. & G.:					Common (" ") Bonds	3,650,000	6* June & Dec.	"	1890
1st Mortgage....	870,000	6 Jan. & July	New York	1876-88	Common (" ") Bonds	3,650,000	7* Jan. & July	Ottawa	1888
East Tenn. & Va. (I. T. V. & Ga.)	175,000	6 Jan. & July	"		Greenville and Columbia:	1,426,546	7 Jan. & July	New York	'81-'86
1st Mortgage, endorsed....					1st Mortgage, guar. by S. Car.	316,766	7* Jan. & July	"	'81-'86
East Tennessee, Virginia & Ga.:					1st Mortgage not guaranteed....	150,000	7 May & Nov.	New York	1889
1st Mort., skg fund for \$3,500,000	2,519,000	7 Jan. & July	New York	1891	Greenwich and Johnsonville:	300,000	7 May & Nov.	New York	1889
Eastern (Mass.):					1st Mortgage....	150,000	7 May & Nov.	New York	1889
English Loan, July 1, 1863....	383,000	6* Jan. & July	London	1872	Hackensack & New York Ext.:	300,000	7 May & Nov.	New York	1889
Loan of 1864-'74....	750,000	6 Feb. & Aug.	Boston	1874	1st Mortgage, \$10,700 p.m.	300,000	7 May & Nov.	New York	1889
1st Mort. (Essex R. R.) assumed....	194,400	6 Jan. & July	"	1875	Hannibal and Naples (T. W. & W.):	675,000	7 May & Nov.	New York	1898
Loan of 1865-'85....	180,000	8 April & Oct.	"	1885	1st Mortgage....	125,000	7 Jan. & July	1890	1890
Loan of 1868-'88....	500,000	8 March & Sept.	"	1884	Hannibal & Central Missouri:	1,000,000	7 May & Nov.	New York	1890
Loan of 1869-'89....	1,000,000	5 May & Nov.	"	1889	1st Mortgage gold, tax free....	250,000	7 Feb. & Aug.	"	1890
Loan of 1872-'82....	1,500,000	7	"	1882	2d Mortgage....	250,000	7 Jan. & July	1890	1890
Eastern Shore (Md.):					Hannibal and St. Joseph:	1,500,000	6 Jan. & July	New York	1877
1st Mortgage....	400,000	8 Jan. & July	Baltimore	1880	Missouri State Loan....	500,000	6 Jan. & July	New York	1878
2d Mortgage....	180,000	8 April & Oct.	"	1880	Six years Mortgage bonds (22m.)	1,500,000	6 Jan. & July	New York	1878
Elizabethtown and Paducah:					Five years' notes (27m.)....	130,300	8 Various	"	1874
Elmira and Williamsport (N. Cen.):					Fifteen years' bonds (27m.)....	3,476,000	8 March & Sept.	"	1885
1st Mortgage guaranteed....	1,000,000	7 Jan. & July	Philadelphia	1880	1st Mort. (Q. & P. R. R. 16m.)....	500,000	8 Feb. & Aug.	"	1892
Income Mortgage guaranteed....	570,000	8 April & Oct.	"	1872	1st Mort. (K. City & Cam. RR 55m.)....	1,200,000	10 Jan. & July	"	1886
Erie Railway:					General Land Mortgage (27m.)....	1,184,100	7 April & Oct.	"	1888
1st Mortgage....	2,425,000	7 May & Nov.	New York	1897	General Mortgage conv. (27m.)....	5,600	7 Jan. & July	"	1888
2d Mortgage convertible....	2,174,000	7 March & Sept.	"	1897	Harlem Extension:	4,000,000	7 Jan. & July	New York	1890
3d Mortgage....	4,582,000	7 March & Sept.	"	1898	1st Mortgage....	500,000	6 Jan. & July	Philadelphia	1883
4th Mortgage convertible....	2,937,000	7 April & Oct.	"	1898	1st Mortgage....	500,000	6 Jan. & July	Philadelphia	1883
5th Mortgage convertible....	709,500	7 June & Dec.	"	1898	1st Mortgage, guar. by Pa. Co.	700,000	6 Jan. & July	Philadelphia	1883
Buffalo Branch, 1st mortgage....	182,600	7 Jan. & July	"	1891	Hartford and New Haven:	580,000	6 Jan. & July	Hartford	1873
Sterling Loan £21,000,000 conv.	4,437,470	8 March & Sept.	London	1875	1st Mortgage....	400,000	7 Jan. & July	New York	1890
Consol. Mort. for \$60,000,000 conv.	12,076,000	7 NY & London	1890	1st Mortgage....	500,000	6 Jan. & July	Hartford	1873	
Convertible bonds....	8,000,000	7	"		1st Mortgage....	500,000	7 Jan. & July	Providence	1876
Kent and Louisville:					1st Mort. (R. I. 26,827m.) skg fund....	481,000	7 Jan. & July	Hartford	1876
Eric and Pittsburg (Penn.):					1st Mort. (Conn. 96.04m.) skg f.d.	1,674,500	7 Jan. & July	Hartford	1876
1st Mortgage....	372,000	7 Jan. & July	New York	1882	Holly, Wayne & Monroe (R. & P.M.):	1,000,000	8 Jan. & July	New York	1901
2d Mortgage....	115,200	7 March & Sept.	"	1890	1st Mortgage, guar. tax free....	200,000	7 April & Oct.	"	1885
Consolidated Mortgage tax free....	2,039,000	7 Jan. & July	"	1893	Holyoke and Westfield:	200,000	7 Jan. & July	New York	1891
Equipment Mortgage....	600,000	7 April & Oct.	"	1890	Housatonic:	191,000	7 Jan. & July	Bristol & Bost.	1877
European & S. American (Me.):					1st Mortgage sinking fund....	100,000	7 Jan. & July	Bristol & Bost.	1877
Bangor City Bonds (1st in. 55 m.):	1,000,000	6 Jan. & July	N. Y. & Lond.	1894	2d Mortgage....	100,000	7 Feb. & Aug.	"	1885
1st L. M. (1st in. 55 & 2d on 55m):	2,000,000	6* March & Sept.	"	1899	3d Mortgage of 1860....	100,000	6 April & Oct.	"	1889
Bansville and Crawfordville:					Houston and Texas Central:	1,000,000	6* Jan. & July	"	1889
1st Mortgage (main line) skg fund....	1,004,000	7 Jan. & July	New York	1880	1st Mortgage L.G. skg fund, gold....	6,520,000	7* Jan. & July	New York	1891
1st Mort. (Rockville Extension):	150,000	7 Feb. & Aug.	"	1881	Hudson River (N. Y. Cen. & H. R.):	200,000	7 Feb. & Aug.	New York	1870
Bansville, Henderson & Nashv.:					1st Mortgage....	1,864,000	7 June & Dec.	"	1885
1st Mortgage....	1,000,000	7 Jan. & July	New York	1897	3d Mortgage....	180,000	7 May & Nov.	"	1885
Bansville, Terre Haute & Chi.:					Hudson Connecting (N.Y. & Mid.):	400,000	7* April & Oct.	Boston	1891
1st Mortgage, gold....	750,000	7 May & Nov.	New York	1900	1st Mortgage gold....	416,000	7* April & Oct.	Philadelphia	1890
Pall River, Warren & Providence:					2d Mortgage....	267,500	7* Feb. & Aug.	"	1890
1st Mortgage....	200,000	7 Jan. & July	Providence	1882	3d Mortgage (Consol.)....	1,251,000	7 April & Oct.	"	1895
Plint and Pere Marquette:					Illinois Central:	3,058,500	7 April & Oct.	New York	1875
Land Mort. 1st series (55,241,45):	158,300	7 May & Nov.	New York	1880	Construction bonds, cur. skg f.d.	3,322,000	6* April & Oct.	N.Y. & Bond.	1875
" 2d series (92,748,45):	221,000	7 Jan. & July	"	1887	Construction bonds, coin.	2,500,000	6* April & Oct.	New York	1875
" 3d series (52,091,45):	2,046,000	8 March & Sept.	"	1888	Redemption bonds, currency....	2,500,000	6* April & Oct.	London	1875
F. & Holly lease (S. F. 25,000 p.):	476,000	7 May & Nov.	"	1889	Redemption bonds, sterling....	2,500,000	6* April & Oct.	New York	1875
Construction Loan....	165,000	8	"	1876	1st Mortgage gold....	3,500,000	7* Jan. & July	New York	1901
Florida:					2d Mortgage....	1,500,000	7 Jan. & July	New York	1901
1st Mortgage conv. gold....	2,300,000	7* Jan. & July	New York	1890	3d Mortgage....	1,500,000	7* April & Oct.	New York	1890
Flushing & North Side (L. L.):					1st Mortgage gold....	1,500,000	8 Jan. & July	New York	1890
Fonda, Johnston & Groversville:					2d Mortgage....	1,500,000	8 Jan. & July	New York	1890
1st Mortgage....	300,000	7 Jan. & July	New York	1890	3d Mortgage....	1,500,000	8 Jan. & July	New York	1890
Fort Scott, Humboldt & Western:					1st Mortgage for \$22,500 p.m. g'd	3,000,000	7* April & Oct.	New York	1900
1st Mortgage \$20,000 p.	1,000,000	8 Jan. & July	New York	1891	1st Mortgage gold....	3,000,000	7* April & Oct.	New York	1900
Fort Wayne, Jackson & St.:					2d Mortgage....	1,500,000	8 Jan. & July	New York	1890
1st Mortgage traffic guarantee....	500,000	7 Jan. & July	New York	1889	3d Mortgage....	1,500,000	8 Jan. & July	New York	1890
Fort Wayne, Maude & Cinc.:					1st Mortgage, guar. by Pa. Co.	1,700,000	7 Feb. & Aug.	New York	1900
1st Mortgage gold....	1,800,000	7 April & Oct.	Boston	1899	2d Mortgage, guar. by Pa. Co.	1,450,000	6* April & Oct.	New York	1900
2d Mortgage....	500,000	8 Jan. & July	"	1896	1st Mort. gold, skg. fund tax free	16,000,000	7 April & Oct.	New York	1901

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Price	
			When.	Where.					When.	Where.		
Indianapolis, Cin. and Lafayette:												
1st Mortgage (Ind. & Cin. of 1858)	\$1,589,500	7 April & Oct.	New York	1888		Lake Shore & Michigan So.:	\$1,600,000	7 April & Oct.	New York	1879		
1st Mortgage (L. C. & L. F. of 1867)	2,770,000	7 Feb. & Aug.	"	1897		Sinking Fund Oct. 1, 1869....	4,132,000	7 J. A. J. & O.	"	1890	99	
1st Mortgage (" of 1869)	1,565,000	7 June & Dec.	"	1899		Consel. registered July 1, 1870....	1,000,000	7 Jan. & July	"	1890	95	
Indianapolis and St. Louis:						Bonds of Oct. 1, 1872....	235,000	7 April & Oct.	"	1882		
1st Mortgage.....	7	Jan. & July.	New York	1916		Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	1899	89	
1st Mortgage.....	2,000,000	7 March & Sept.	"	1916		Sunbury July 1, 1854....	500,000	7 Jan. & July	"	1874		
1st Mortgage.....	7	April & Oct.	"	1916		Reg. Jan. 1, 1855 C. P. & A. R.R.	1,000,000	7 May & Nov.	"	1880	99	
2d Mortgage.....	1,000,000	7 "	"	1900		3d Mort. Oct. 1, 1857	1,000,000	7 April & Oct.	"	1892	97	
Equipment Mortgage.....	500,000	8 Jan. & July.	"	1881		Skg Fund July 1, 1855 C. & Tol.	2,014,000	7 Jan. & July	"	1885	101	
Iowa Eastern:						Mort. April 1, 1866	860,000	7 April & Oct.	"	1886		
1st Mortgage gold.....	14,000 pm	7 Feb. & Aug.	New York	1902		1st Mort. May 1, 1855 M. S. & N.I.	5,250,000	7 May & Nov.	"	1873		
Iowa Falls & Sioux City (Illi. Cen.):	2,960,000	7 April & Oct.	New York	1917		2d Mort. Oct 31, 1857	2,693,000	7 May & Nov.	"	1882	96	
Iowa Midland (C. & N. W.):						Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7 May & Nov.	"	1877	97	
1st Mort. \$16,000 guar.....	8	Feb. & Aug.	New York	1900		Mort. July 1, 1862	200,000	7 Jan. & July	"	1882	96	
Ironton (Penn.).:	100,000	7 May & Nov.	Philadelphia	1875		Mort. Sept. 1, 1866	300,000	7 March & Sept.	"	1886		
Ithaca and Athens:						Mort. April 1, 1868	3,000,000	7 April & Oct.	"	1876	97	
1st Mortgage gold, skg fund.....	600,000	7 Jan. & July.	New York	1890	100	1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7 Feb. & Aug.	"	1870		
Jackson, Lansing & Saginaw (MO):	1,495,000	8 Jan. & July.	New York	1886	100	1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7 Jan. & July	"	1887		
1st Mortgage.....	500,000	8 March & Sept.	"	1888		1st Mort. Oct 1, 1867 (Sch. & Th. R.)	100,000	8 " "	"	1887		
1st Mortgage, Northern Ext.	940,000	8 May & Nov.	"	1890		1st Mort. Oct 1, 1867 (Kal. Al. & Gr. R.)	840,000	8 " "	"	1883	95	
Jacksonville, Pensac. and Mobile:	4,000,000	8 Jan. & July.	New York	1900		1st Mort. July 1, 1869 (J. & Frank.)	500,000	7 June & Dec.	"	1894		
1st Mort. Florida State Loan g'd						1st Mort. July 1, 1869 (J. & Frank.)	500,000	7 June & Dec.	"	1894		
James' n & Frank. (L.S. & M. So.):	496,000	7 Jan. & July.	New York	1897		Lawrence (P. Ft. W. & Ohi.):	600,000	7 April & Oct.	Philadelphia	1895		
1st Mortgage guaranteed.....	500,000	7 June & Dec.	"	1894		1st Mortgage, guaranteed.....	600,000	7 April & Oct.	Philadelphia	1899		
Jefferson (Erie):						Leavenworth, Lawr. & N. West'n:	355,000	7 Feb. & Aug.	New York	1899		
1st Mort. (Hawley Section).....	206,000	7 Jan. & July.	New York	1887		1st Mort. by Pac. of Mo.	3,000,000	10 Jan. & July.	N. Y. & Boat	1899	55	
2d Mort. (" ").....	94,000	7 " "	"	1889		Lehigh and Lackawanna:	300,000	7 Feb. & Aug.	Philadelphia	1897		
1st Mort. (Carbondale Section).....	2,000,000	7 " "	"	1889		Lehigh Valley:	1st Mortgage tax free.....	300,000	7 Feb. & Aug.	Philadelphia	1873	
Jeffersonville, Madison & Indian:						1st Mortgage (old loan).....	902,000	6 May & Nov.	Philadelphia	1888		
1st Mortgage consol.....	2,089,000	7 April & Oct.	New York	1906		1st Mortgage (new loan) tax free.....	2,546,000	6 June & Dec.	"	1898	94	
2d Mortgage consol.....	2,000,000	7 Jan. & July.	"	1910		2d Mortgage for \$6,000,000.....	4,712,000	7 March & Sept.	"	1910	101	
1st Mortgage (Ind. & Mad.) guar.....	397,000	7 May & Nov.	"	1882		Lexington & St. Louis (P. of Mo.):	1,000,000	6 June & Dec.	New York	1899		
2d Mortgage (Jeffersonville K. R.):	345,000	7 April & Oct.	"	1873		1st Mortgage gold.....	3,000,000	6* Jan. & July.	N. Y. & Boat	1900	31	
Joliet and Chicago (C. & Alton):						Street Connection Bonds.....	1,474,000	6 May & Nov.	New York	1883		
1st Mortgage skg fund guar.....	500,000	8 Jan. & July.	New York	1882		Little Rock and Fort Smith:	500,000	6 Jan. & July.	"	1894		
Joliet and Northern Ind. (Mich. C.):	800,000	8 Jan. & July.	New York	1874		1st Mortgage gold.....	3,000,000	6* Jan. & July.	N. Y. & Boat	1900	31	
1st Mortgage, guaranteed.....	1,200,000	7 Jan. & July.	New York	1885		Land Grant sinking fund.....	5,000,000	7 April & Oct.	"	1900	26	
2d Mortgage.....	79,000	7 March & Sept.	"	1893		Little Schuylkill (Phila. & Rdg.):	771,500	7 April & Oct.	Philadelphia	1877	99	
1st Mortgage (Newcastle Br.):	250,000	7 June & Dec.	"	1884		Loganport, Crawf. & S'wtn Ind.:	1,500,000	8* F. M. & A. N.	New York	1900	99	
Junction, Philadelphia:						1st Mortgage gold.....	200,000	6 Jan. & July.	New York	1889		
1st Mortgage, guaranteed.....	500,000	6 Jan. & July.	Philadelphia	1882		Long Dock (Erie):	1st Mortgage guaranteed.....	3,500,000	7 June & Dec.	New York	1892	95
2d Mortg. go ne guaranteed.....	300,000	6 April & Oct.	"	1900		Long Island:	1st Mortgage main line.....	600,000	6 Jan. & July.	New York	1875	93
Junction and Breakwater:						1st Mortgage (Extension).....	175,000	7 Feb. & Aug.	"	1890		
1st Mort. guar. by Delaware....	400,000	7 Jan. & July.	New York	1890		1st Mortgage (Glen Cov. Br.):	150,000	6 May & Nov.	"	1893		
Kalamazoo, Allegan & Gr. Rapids:	840,000	8 Jan. & July.	New York	1888	95	General Mortgage.....	775,000	7 " "	"	1899		
1st Mort. assumed by L.S. & M. So.:						Louisville & Miss. Riv. (Ch. & Al.):	1st Mortgage.....	4,300,000	7 Feb. & Aug.	New York	1900	
Kalamazoo and Schoolcraft:						1st Mortgage.....	3,000,000	6 Jan. & July.	New York	1883		
1st Mort. assumed by L.S. & M. S.:	100,000	8 Jan. & July.	New York	1887		1st Mortgage.....	1,474,000	6 May & Nov.	New York	1894		
Kalamazoo, & S. Haven (M. Cen.):						Street Connection Bonds.....	500,000	6 Jan. & July.	"	1894		
1st Mortgage guar. by lessees.....	640,000	8 May & Nov.	Boston	1889	100	Little Miami:	1st Mortgage.....	3,000,000	6* Jan. & July.	N. Y. & Boat	1900	31
Kalamazoo & White Pigeon:						Lehigh and Lackawanna:	Land Grant sinking fund.....	5,000,000	7 April & Oct.	Philadelphia	1873	
1st Mort. assumed by L.S. & M. S.:	400,000	7 Jan. & July.	New York	1890		1st Mortgage, guaranteed.....	771,500	7 April & Oct.	Philadelphia	1877	99	
Kan. City, St. Jo & Coun. Bluffs:						Long Dock (Erie):	1st Mortgage guaranteed.....	3,500,000	7 June & Dec.	New York	1892	95
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7 Jan. & July.	N. Y. & Bost.	1888		Long Island:	1st Mortgage guaranteed.....	3,500,000	7 June & Dec.	New York	1892	95
2d Mort. (" " ").....	150,000	10 " "	"	1878		Long Island:	1st Mortgage main line.....	600,000	6 Jan. & July.	New York	1875	93
1st Mort. (St. Jo. & C.R. 78 m. ev't. fr. 1,400,000	1,400,000	10 March & Sept.	"	1892		1st Mortgage (Extension).....	175,000	7 Feb. & Aug.	"	1890		
2d Mort. (" " ").....	539,500	8 June & Dec.	"	1874		1st Mortgage (Glen Cov. Br.):	150,000	6 May & Nov.	"	1893		
1st Mort. (Mo. Valley 130 m.):	1,500,000	7 Feb. & Aug.	New York	1893		General Mortgage.....	775,000	7 " "	"	1899		
1st Mort. (" " ") gold.....	1,000,000	7 " "	"	1893		Louisville & Cincinnati (Ch. & Al.):	1st Mortgage.....	4,300,000	7 Feb. & Aug.	New York	1900	
Consolidated Mort. (260m. iconv.):	687,000	8 March & Sept.	"	1892		1st Mortgage.....	3,000,000	7 Jan. & July.	New York	1897		
Kansas City & Santa Fe (LL&G):						1st Mortgage for Cincinnati Br.	3,000,000	7 Jan. & July.	New York	1900		
1st Mortgage guar. by Lessees..	2,000,000	10 May & Nov.	Boston	1900		2d Mortgage for \$1,000,000.....	346,000	8 April & Oct.	"	1900		
Kansas Pacific:						Louisville and Nashville:	1st Mortgage (main line 185 m.)	554,000	7 Jan. & July.	New York	1878-79	91
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6* Feb. & Aug.	N. Y. & St. Lo.	1825	85	1st Mortgage (main line 185 m.)	139,000	7 May & Nov.	"	1872-75	91	
1st Mort. (2d Div. 253.94 m.) gold	4,088,000	6* June & Dec.	"	1896	86	1st Mort. (Munc. Br. 46.87 m.)	88,000	7 " "	"	1868-75	86	
1st Mort. (1,300,000 acres):	645,000	1* May & Nov.	N. Y., L. & F.	1899	102	1st Mort. (Leb. Br. Ext. 73.2 m.)	6,647,000	7 April & Oct.	"	1898	92	
1st Mortgage (2,000,000 acres) g'd	245,000	7 March & Sept.	N. Y. & St. Lo.	1892		1st Mort. gold, \$25,000 p. m.	2,875,000	7* — & —	New York	1901		
2d Mortgage Cn. Co. gold.....	1,321,000	7* Jan. & July.	N. Y., L. & F.	1886		1st Mortgage end'd by State of Ga.	670,000	7 Jan. & July.	New York	1888-91		
1st Mort. (Lea. & Worthy Branch).....	1,500,000	7* March & Sept.	"	1886		1st Mortgage not guaranteed	100,000	7 " "	"	1890		
2d Mortgage (Gov't Subsidy).....	600,000	7 May & Nov.	N. Y. & St. Lo.	1896		Macon and Brunswick:	1st Mort. endorsed by Ga.	1,000,000	7 Jan. & July.	New York	1877	
2d Mortgage (Income).....	6,303,000	6 Jan. & July.	U. S. Treas.	1896	86	1st Mort.	600,000	7 May & Nov.	"	1900		
3d Mortgage (Income).....	4,275,350	7 March & Sept.	"	1916		2d Mortgage.....	1,000,000	7 Feb. & Aug.	Philadelphia	1888		
Keokuk and St. Paul (C.B. & Q.):						Equipment Mortgage.....	150,000	7 April & Oct.	"	1879		
1st Mortgage (traffic guar.)	1,000,000	8 April & Oct.	Boston	1879	96	Macon and Western:	1st Mortgage of Oct. 1870....	150,000	7 April & Oct.	"	1880	
Keokuk and St. Paul (C.B. & Q.):						1st Mortgage:	1st Mortgage end'd by State of Ga.	3,000,000	7* April & Oct.	Boston	1912	100
1st Mortgage (traffic guar.)	900,000	7 Jan. & July.	New York	1875		Consolidated Mort. for \$7,500,000	746,300	7 Jan. & July.	Baltimore	1868	94	
1st Mortgage (Extension).....	400,000	7 March & Sept.	"	1885		1st Mortgage (tax free).....	514,000	3 April & Oct.	"	1875		
2d Mortgage.....	500,000	7 April & Oct.	"	1880		Extension (gold) Loan.....	491,000	6 " "	"	1900		
2d Mortgage (Extension).....	200,000	7 May & Nov.	"	1890		1st Mort. (A. & Ken.) Loan.....	1,100,000	6 Feb. & Aug.	"	1900	90-91	
Income Mortgage.....	2,000,000	7 Jan. & July.	"	1881		1st Mortgage (Ken. & P.)	217,800	6 April & Oct.	Augusta	1885		
La Crosse, Trempealeau & Prescott:						1st Mortgage (P. & K.)	1,149,300	6 April & Oct.	Boston	1895		
1st Mort. assumed by C. & N. W. Lat. Blooming & Miss. (T.W & W):	1,000,000	10 — & —	New York	1877		1st Mortgage (S. & K.)	300,000	6 June & Dec.	Baltimore	1891		
1st Mort. gold guar.....	1,300,000	7* Feb. & Aug.	New York	1891		2d Mortgage (")	260,000	6 " "	"	1895		
Lat. Muncie & Bloom. (T.W & W):	1,500,000	7* Feb. & Aug.	New York	1901		1st Mort. (Bath Androscoggin)	633,000	6 Jan. & July.	Baltimore	1891		
1st Mort. gold guar.....												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Maryland and Delaware:						Nashville and Chattanooga:							
1st Mortgage.....	\$650,000	6	May & Nov.	Boston	1888	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York	1890	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	...	Nashville and Decatur (L. & Nash.)	2,100,000	7	Jan. & July.	New York	1900	91
Massillon & Cleve. (C.M. V. & D.)	100,000	7*	Jan. & July.	New York	1890	1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville	1887	...
Maysville and Lexington:						Vaughnuck:							
1st Mortgage.....	500,000	7	Jan. & July.	New York	1890	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport	1876	...
Memphis and Charleston:						Newark & New York (Cen. N.J.)							
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York	1891	...
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	Newark, Somerset & Straitsville:	800,000	7*	May & Nov.	New York	1889	...
Memphis and Little Rock:						1st Mortgage gold.....							
1st Mortgage.....	1,300,000	8	May & Nov.	New York	1890	New Brunswick and Canada:						
Michigan Air Line:						1st Mortgage, Sterling \$200,000.	972,000	6*	May & Nov.	London	1867	...	
1st Mortgage (E.D.V.) \$15,000pm.						Newburg & New York (Erie):	*						
Michigan Central:						1st Mortgage for \$600,000.							
1st Mortgage, convertible.....	555,000	8	April & Oct.	New York	1882	New H., Middlet' n & Williman:	3,000,000	7	May & Nov.	New York	1889	...
1st Mortgage, sinking fund conv.	2,179,000	8	" "	1882	111	1st Mortgage (coup. & reg.).....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	...	
Trust Mortgage for \$10,000,000.	7,000,000	7	Jan. & July.	"	1902	95	Convertible.....	400,000	8	April & Oct.	"	1890	...
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	98	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	...
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	New Jersey See United Compan'a.						
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	100	New Jersey Midland (N.Y.&O.M.):						
1st Mort. (Kal. & So. Haw.) f. guar.	640,000	8	May & Nov.	"	1889	100	1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York	1895	...
2d Mort. (") guar..	70,000	8	"	"	1889	2d Mortgage currency.....	1,500,000	7	"	"	1881	...
Michigan Lake Shore:						New Jersey Southern:							
1st Mortgage.....	800,000	8	Jan. & July.	New York	1889	1st Mortgage.....	2,000,000	7	May & Nov.	New York	1899	74
Middleton, Unionv. & W. Gap(E):						1st Mortgage (Tom's Riv. Br.).....	120,000	7	March & Sept.	"	1888	...	
1st Mortgage tax free.....	225,000	7	May & Nov.	New York	1886	Income Mortgage.....	760,000	7	April & Oct.	"	1881	...
Midland of Canada:						New Jersey West Line:							
1st Mortgage sterling £235,000.	1,143,667	8*	May & Nov.	London	1893	1st Mort. gold, for \$3,000,000.						
Midland Pacific:						1st Mortgage.....	300,000	6	March & Sept.	New York	1885	...	
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York	1899	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	...
Milwaukee and St. Paul:						N. Orleans, Jackson & Gt. North:							
1st Mortgage.....	5,514,000	7	Jan. & July.	New York	1893	92	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York	1886	...
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	...
1st Mortgage (E. Div. Palmer):	791,500	8	May & Nov.	"	1874	Income Mortgage, 1876 gold.....	1,000,000	8*	May & Nov.	"	1890	...
1st Mort. (Iowa and Minn.).....	3,808,000	7	Jan. & July.	"	1897	87	N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	"	1890	...
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	90	New Orleans, Mobile and Texas:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	88	1st M. (N.Oto'l 227 m.) skg fd..	2,825,000	8	Jan. & July.	New York	1915	...
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	103	1st M. (") skg fd.....	1,840,000	7	Jan. & July.	N.Y. or Lond.	1915	...
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	95	2d Mortgage, endorsed by La...	2,825,000	8	"	New York	1915	...
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	New York and Boston:						
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	1st Mortgage gold, for \$3,000,000.						
Real Estate Purchase.....	148,500	7	....	....	....	New York Central & Hudson R.:						
Milw. Manitowoc & Green Bay:						1st Mortgage.....	5,936,626	6	May & Nov.	N. Y. & N. O.	1889	...	
1st Mortgage for \$2,500,000.....						Debt Certif. (N. Y. Central).....	5,936,626	6	May & Nov.	New York	1883	90	
Milwaukee and Northern:						Bonds for debts ac'td. (N.Y.Cen.).....	1,514,000	7	Feb. & Aug.	"	1876	104	
1st Mortgage for \$11,000 p.m.....						Bonds for B. & N. S'tl. (").....	76,000	6	May & Nov.	"	1883	...	
Mineral Point:						Bonds for R.R.-tocks (").....	592,000	6	"	"	1883	91	
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York	1890	Bonds for real estate (").....	162,000	6	"	"	1883	87	
Minneapolis & Duluth (L.S. & M.)						Bonds of 1854 renew'd (").....	2,900,000	6	June & Dec.	"	1887	91	
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York	1911	2d Mortgage 1860, for \$3,000,000.	200,000	7	Feb. & Aug.	"	1870	...	
Minneapolis & St L (L.Sup. & M.)						1st Mort. (Hudson Riv.).....	1,840,000	7	June & Dec.	"	1883	...	
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York	1911	2d Mort. (") S. F.	180,000	7	May & Nov.	"	1875	...	
Minnesota and North Western:						3d Mort. (") "	160,000	7	"	"	1891	...	
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York	1895	Bonds of '71, tax free (N.Y.C.H.).....	1,950,000	7	April & Oct.	"	1902	...	
Mississippi Central:						Consol. Mort. for \$40,000,000.....							
1st Mortgage.....	1,554,000	7	May & Nov.	New York	'69-'71	1st Mortgage gold, for \$3,000,000.							
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	1st Mortgage.....	3,000,000	7	May & Nov.	New York	1873	103	
General Mort. for \$8,000,000 gold			7*	May & Nov.	"	1st Mortgage of 1853.....	1,754,000	6	Feb. & Aug.	"	1893	...	
Mississippi, Ouachita & Red Riv.						Consolidated mortgage of 1863.....	11,850	7	Jan. & July.	"	1881	...	
1st Mortgage gold.....	1,860,000	7*	— & —	—	—	Sinking Fund mortgage of 1861.....	106,000	7	"	"	1873	...	
1st Mort. and Grant gold.....	1,080,000	7*	— & —	—	—	Bonds of 1853 unsecured.....							
State (Ark.) subsidy \$10,000pm.	1,550,000	7	April & Oct.	—	1910	1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York	1889	...	
Mississippi and Tennessee:						1st Mortgage.....	1,069,500	7	April & Oct.	New York	1875	100	
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York	1876	8	Jan. & July.	New York	1889	...			
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1876	2d Mortgage, convertible.....	8,000,000	7	May & Nov.	"	1898	...	
Mississippi Valley and Western:						2d Mortgage non-convertible.....	2,500,000	7	"	"	1898	...	
1st Mortgage \$20,000 p.m.....						New York, Providence & Boston:	1,500,000	7	"	"	1898	...	
Missouri, Iowa and Nebraska:						1st Mortgage.....	132,000	6	Feb. & Aug.	New York	73-'75	...	
1st Mortgage, gold, sinking fund.						Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	...	
Missouri, Kansas and Texas:						Extension Bonds.....	250,000	6	May & Nov.	"	78-'81	...	
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York	1899	General Mort. for \$1,000,000.	732,000	7	"	"	1890	...	
1st Mort (Teb & Neosho) F.C.g'd	2,000,000	7*	June & Dec.	"	7	N. York, West Shore & Chicago:							
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1st Mortgage gold, \$35,000 p.m.								
Missouri River, Fr. Scott & Gulf:						1st Mortgage.....	500,000	7	Jan. & July.	New York	1890	...	
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York	1899	1st Mortgage.....	414,350	6	March & Sept.	Boston	1854	...	
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	1st Mortgage.....	906,000	8	Jan. & July.	New York	1877	...
Mobile and Girard:						1st Mortgage.....	157,000	7	"	"	1877	...	
1st Mortgage.....	377,500	7	Jan. & July.	New York	1876	2d Mortgage.....	458,000	8	"	"	1893	...	
2d Mortgage.....	300,000	7	"	"	1877	North Eastern (S. Car.):	820,000	7	March & Sept.	Charleston	1899	...	
Mobile and Montgomery:						1st Mortgage of Sept. 1, 1869.....	322,000	7	"	"	1899	...	
1st Mortgage endor. by Ala. gold.	1,040,000	8*	March & Sept.	New York	1888	2d Mortgage of Sept. 1, 1869.....							
Income Mortgag.....	300,000	8	June & Dec.	"	1890	North Pennsylvania:							
Montgomery and Eufala:						1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia	1885	99	
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York	1888	2d Mortgage.....	1,355,500	7	May & Nov.	"	1898	...	
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1890	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	111	
Montclair (N. Y. & O. Mid.):						North Shore (L.I.)	155,000	7	Feb. & Aug.	New York	1887	...	
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York	....	1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia	1885	99
2d Mortgage.....	400,000	7	— & —	"	1877	2d Mortgage.....	1,355,500	7	May & Nov.	"	1898	...	
Income Mortgag.....	700,000	7	— & —	"	1877	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	111	
Montgomery and Eufala:						North Shore (L.I.)	155,000	7	Feb. & Aug.	New York	1887	...	
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York	1888	1st Mortgage.....	1,500,000	6	J. A. J. & O.	Baltimore	1885	92	
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1890	2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885	85	
Montcallo:						3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount	Rate	Interest Payable.			Description of Bonds.	Amount	Rate	Interest Payable.				
			When.	Where.	Due				When.	Where.	Due		
Northern Pacific:													
1st Mort. on R.R. & lands gold.	50,000 pm	7.3	Jan. & July.	New York.	1890	....	Perkiomen (Phila. & Rdg):	\$119,000	6	April & Oct.	Philadelphia.	1897	55
Norwich & Worcester (B.H. & L.):							1st Mortgage, guaranteed.						
1st Mort. Mass. Loan.	400,000	6	Jan. & July.	Boston.	1877	....	Perth Amboy & Woodbr. (C&A):	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.	200,000	7	" " "	" "	1874	....	1st Mortgage.....	341,500	8	Jan. & July.	New York.	'79-'88	....
Machine shop &c., bonds.	150,000	7	" " "	" "	1877	....	Petersburg:						
Nyack and Northern:							1st Mortgage (installments).	841,500	8	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	Philadelphia and Baltimore Cent:	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Penn. Div. 384 m.)	800,000	6	April & Oct.	"	1890	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94	1st Mortgage (Md. Div. 94 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	" " "	" "	1879	94	2d Mortgage (Pa. & Md. 46 m.)						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Philadelphia and Reading:						
Ohio and Mississippi:							Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Consolidated 1st Mortgage.	6,694,000	7	Jan. & July.	New York.	1898	....	Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Consolidated 1st Mortgage, stg.		7*	" " "	London.	1898	....	Mortgage Loan of 1857, conv.....	96,000	6	" "	"	1880	....
Consolidated 2d Mortgage.	3,529,000	7	April & Oct.	New York.	1911	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	98
2d Mortgage. (W. Div.)	438,000	7	Jan. & July.	"	1874	79	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,600	7	" "	"	'74-'77	....
1st Mortgage (O. C. R.):	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	97
1st Mortgage (War & Fkin):	530,000	7	April & Oct.	"	1882	83	Dollar registered.....	3,414,000	7	" "	"	1911	99
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	68	Mortgage Gold or sig coup.....	7,000,000	6*	" "	Phil. or Lond.	1911	98
Old Colony and Newport:							Gold or sig reg.....	824,000	6*	" "	"	1911	97
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	96	Dollar coupon.....	376,000	6	" "	Philadelphia.	1911	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97	New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	99
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100	Philadelphia, Wilmington & Balt:						
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111
1st M. land grant, gold \$16,000 pm							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Omaha and South western:							Loan of 1887.....	1,000,000	6	" "	"	1887	....
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsav.):	400,000	6	May & Nov.	New York.	1873	95	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	86	Convol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74
3d Mort.	588,000	8	May & Nov.	Richmond.	1873	89	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	70
4th Mort.	574,000	8	March & Sept.	Alexandria.	1880	79	1st Mort. (Ct. & New 33m) conv.	775,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	77	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	99
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	" "	"	1886	....
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 10 1/4 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New Yor k.	1888	....	Plitzburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A):	875,000	7	Jan. & July.	New York.	1912	105
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	....
1st Mortgage guar by (C. B. & Q.):	1,260,000	8	Jan. & Juuy.	Boston.	1900	92	2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	....
1st Mortgage for \$1,500,000.....							2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	....
Facilis of Missouri (Atch. & Pac.):							2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	84	3d Mortgage.....	2,000,000	7	June & Dec.	"	1912	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	75	Bridge (O. & P. R. R.) bonds.....	153,000	7	April & Oct.	"	1876	....
Income Bonds.....	1,500,000	7	" " "	" "	1892	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	100
St. Louis County Bonds.....	700,500	7	Monthly.	St. Louis.	1885	....	Construction on bonds of Jan. 1, 1700	100,000	7	Jan. & July.	"	1871	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lea. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,900,000.....	7	Jan. & July.	....	1901	....
Faducah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,305,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000.....	7*	May & Nov.	New York.	1889	80	
Panama:							Portland & Ogdenseb. (Me. & N.H.):						
1st Mortgage, stg £10,350.....	93,847	7*	April & Oct.	London.	1875	....	1st Mort. (Maine) g/d.....	800,000	6*	Jan. & July.	Boston.	1900	....
General Mortgage, stg £597,900.	3,869,330	7*	" "	"	1897	....	1st Mort. (Maine & Nov.):	6*	May & Nov.	"	1901	....
Paris and Decatur:							Portland & Ogdensburg (Vt.):						
1st Mortgage sold.....	1,200,000	* Jan. & July.	New York.	1901	....		1st Mortgage gold, for \$2,300,000.....	6*	May & Nov.	Boston.	1891	....
Pateros and Newark (Erie):							Portland & Oxford Central:						
1st Mortgage guaranteed.....	600,000	7	Jan. & July.	New York.	1878	....	1st Mortgage of 1863.....	2,000,000	6	Jan. & July.	Portland.	1883	....
Pekin, Linc. & Decatur (T.W & W):							Portland and Rochester:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. (Portland Loan) skg f'd.....	700,000	6	Jan. & July.	Portland.	1887	....
Pemberton & Highis. (U.C. of NJ):							1st Mortgage (equal lien):	350,000	7	April & Oct.	Boston.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mort. Sept. 1, 1871 for \$450,000.....	7	March & Sept.	"	1891	....
Pemberton & N. York (N.J.):							Port Royal (S. C.):						
1st Mortgage, guaranteed.....	500,000	7	....	New York.	....		1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
1st Mortgage gold (S.E. 1st series)	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....	Poughkeepsie and Eastern:						
1st Mortgage gold (S.F. 2d series)	979,000	7*	" "	"	1900	68	1st Mort. gold, conv. & tax free.....	800,000	7*	Jan. & July.	New York.	1910	....
Pennsylvania:							Providence and Worcester:						
1st Mortgage (Harr. to Pbg):	4,972,000	7	Jan. & July.	Philadelphia.	1880	99	1st Mortgage:	300,000	7*	May & Nov.	Philadelphia.	1882	....
2d Mortgage (" ")	2,594,000	6*	April & Oct.	"	1875	95	1st Mort. gold, guar. by Ga. Co.	850,000	7*	May & Nov.	"	1882	....
2d Mortgage (" ") stg.	2,282,240	6*	"	London.	1875	....	Quincy and Toledo (T. W. & W.):	500,000	7	May & Nov.	New York.	1890	94
General Mortgage (coup. & reg.):	18,601,500	6	J. A. J. & O.	Philadelphia.	1910	92	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	"	1890	....
State lien for \$17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	"	72-'90	Quincy, Warsaw (C. B. & Q.):	800,000	8	Jan. & July.	Boston.	1890	97
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Reading and Columbia (P. & R.):		
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
Pennsylvania and Delaware:							2d Mortgage, guaranteed.....	360,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	Rensselaer and Saratoga:						
Income Mortgage.....	3,030,000	7	March & Sept.	"	1891	....	1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	300,000	7	" "	"	1880	....
1st Mortgage guaranteed.....	1,500,000	6	June & Dec.	Philadelphia.	1896	97	3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage guaranteed.....	1,500,000	7	" " "	"	1900	....	1st Mortgage (Sara. & Whiteh.):	400,000	7	March & Sept.	New York.	1886	....
Peoria & Bureau Val(C.R.I. & P.):							1st Mort. (T. Y. Sales & Rutl.):	500,000	7	May & N. Y.	"	1890	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1877	....	1st Mortgage (Glenn's Falls):	125,000	7	Jan. & July.	"	1894	....
Peoria & Hannibal (C. B. & Q.):							Richmond and Danville:						
1st Mortgage, traffic guarantee.....	600,000	8	Jan. & July.	Boston.	1878	....	Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1876	....
Peoria, Pekin and Jacksonville:							Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'76-'90	74
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	Rick, Fredericksburg & Potomac						
Peoria and Rock Island:							1st Mort. gold, conv. & tax free.....	57,771	6*	Jan. & July.	London.	1876	....
1st Mort. gold, conv. & tax free.....	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88	Dollar Loan.....	395,500	6*	" "	Richmond.	1876	....
Philadelphia and Erie (Penn.):							Dollar Loan.....	1,212,800	7	" "	"	1876	....
1st Mortgage (Sunb & Erie 40m):	1,000,000	7	April & Oct.	Philadelphia.	1877	102	1st Mort. gold, conv. & tax free.....	130,500	7	June & Dec.	Richmond.	1876	....
1st Mortgage (whole road 287 1/2 m):	6,000,000	6	" "	"	1881	89	1st Mortgage.....	175,000	8	April & Oct.	Richmond.	1876
2d Mort. (" ")	8,000,000</												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where	Due.				When.	Where	Due.			
Toledo, Wabash and Western:														
1st Mortg. (Tol. & Ill., 75 m.)	\$900,000	7	Feb. & Aug.	New York	1890	93	Western Maryland:							
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	...	1st Mortgage	\$100,000	6	Jan. & July.	Baltimore	1890	80	
1st Mort. (Gt. W. R. R. W.D. 100m.)	4,000	10	April & Oct.	"	1888	92	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97	
1st M. (Gt. W. R. R. W.D. 100m.)	2,500,000	7	Feb. & Aug.	"	1888	92	2d Mort.	300,000	6	"	"	1890	96	
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	"	1890	91	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	83	
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	2d Mortgage preferred	500,000	6	"	"	1895	70	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1873	...	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	96	
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	92	Western Pacific (Cen. Pac.):							
2d M. (Gt. W. R. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	83	1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York	1899	92	
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	75	Western Pennsylvania (Penn.):							
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	84	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia	1893	80	
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	82	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	...	
Troy, Salem & Rutland (R. & Sar.):							Western Union (M. & St. P.):							
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York	1890	...	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York	1896	...	
Troy Union (and Depot):							West Jersey:							
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York	1873	...	1st Mortgage assumed, gold	400,000	6	March & Sept.	Camden	1883	...	
2d Mortgage, guaranteed	180,000	6	"	"	1878	...	1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93	
Tuckerton:							Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	103	
1st Mortgage	400,000	7	April & Oct.	Philadelphia	1901	...	West Wisconsin:							
Union Pacific:							1st Mort. land gr. gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84	
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Boston	'96-'99	75	Whitehall & Plattsburg (M. & P.):							
2d Mortgage (Gov. subsidy)	27,236,000	6	"	"	'96-'99	75	1st Mortgage	250,000	6	Jan. & July.	Philadelphia	1898	...	
1st Mort. Land Grant	9,193,000	7	April & Oct.	"	1899	68	Wicomico and Pocomoke:							
Income Mortgage	10,000,000	10	March & Sept.	"	1874	53	1st Mortgage	200,000	7	Jan. & July.	New York	1873	...	
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London	1896	...	Williamston and Tarboro':							
Union Pacific (Central Div.):							1st Mortgage	350,000	8	May & Nov.	New York	1900	...	
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York	1895	...	Wilmington, Colum. & Augusta:							
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	'96-7-8	...	1st Mortgage	3,200,000	7	June & Dec.	Baltimore	1900	76	
Union Pacific, S. Br. (M.K. & T.):							Wilm., Charlotte & Rutherford:							
1st Mortgage gold, skg fund	3,505,000	6*	Jan. & July.	New York	1899	...	1st mortgage	1,500,000	8	Jan. & July.	New York	1897	...	
Union & Titusville (O.C. & A.R.):							1st Mortgage, endor. by N. Car.	1,900,000	8	"	"	1899	...	
1st Mortgage	500,000	7	Jan. & July.	New York	1890	...	Wilmington and Reading:							
United Companies of New Jer.:							1st Mortgage	1,250,000	7	April & Oct.	Philadelphia	1900	99	
Sinking Fund sterling £282,000	1,268,080	6*	Jan. & July.	London	1880	...	2d Mortgage coupon or regis.	723,800	7	Jan. & July.	"	1902	83	
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia	1875	98	Wilmington and Weldon:							
Loan of 1875 (New Jersey Co.):	300,000	6	Feb. & Aug.	New York	1875	...	Sterling Bonds	648,700	6*	Jan. & July.	London	1881	...	
Loan of 1883 (" " " ")	450,000	6	"	"	1878	...	Currency Bonds	221,400	7	May & Nov.	"	1882	...	
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	"	Philadelphia	1883	90	Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York	1899	90
Loan of 1889 "	866,000	6	June & Dec.	Princeton	1889	89	Wilmington and Western (Del.):							
Consolidated(mort.) Loan of 1859	5,000,000	6	May & Nov.	Philadelphia	1889	98	1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington	1892	...	
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London	1894	...	Winona & St. Peter (C. & N. W.):							
Sterling Loan £360,000	1,800,000	6*	"	"	1888	...	1st Mortgage \$20,000 p. m.	2,760,000	7	Jan. & July.	New York	1890	82	
Loan of 1888	154,000	6	"	"	1887	...	2d Mortgage \$12,000 p. m.	1,656,000	7	May & Nov.	"	1890	...	
Bond to State of New J. (N.J.C.):	102,000	7	Feb. & Aug.	New York	1887	...	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1910	...	
Bond to State of N. Jer. (U. Co's)	500,000	7	April & Oct.	Philadelphia	1894	...	Wisconsin Central:							
Loan of 1894	2,000,000	6	"	"	1890	...	1st M. L. G. gold S. Y. £25,000pm	.....	7*	Jan. & July.	Boston	1901	...
Utica and Black River:							Worcester (Md.):							
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica	1878	...	1st Mortgage	210,000	6	Jan. & July.	Baltimore	1891	...	
Utica, Chen. & Susq. Val. (D&HC):							Worcester and Nashua:							
1st Mortgage	.....	7	"	"	.....	...	Plain Bonds	125,000	7	Jan. & July.	Boston	1890	...
Utica, Ithaca and Elmira:							Plain Bonds	75,000	6	"	"	1890	...	
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	...	CANAL BONDS:							
Vermont Central:							Chesapeake and Delaware:							
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston	1886	21	1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia	1886	86	
2d Mortgage consolidated	1,500,000	7	"	"	1891	73	Chesapeake and Ohio:							
1st Mort. (Stan. Sheff. & Ch. R. R.):	443,800	7	Jan. & July.	"	1887	67	Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore	1870	...	
Guar. Stock (Vt. & Ca. R. R.):	795,500	8	June & Dec.	"	1887	80	Sterling Loan guaranteed	4,375,000	6*	"	London	1890	...	
Equipment Mortgage	1,000,000	8	May & Nov.	"	1887	79	Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore	1885	112	
Equipment Mortgage	1,000,000	8	"	"	1889	79	Delaware Division (L.C. & N.):							
Vermont and Massachusetts:							1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia	1878	89	
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	92	Delaware and Hudson:							
Convertible bonds, tax free	200,000	7	"	"	1879	99	1st Mort. (1st series, Nov. 1, 1867. gage re - 2d series, July 1, 1869. gistered - 3d series, Jan. 1, 1871. Delaware & Raritan See U'd Co's. Lehigh Coal and Navigation:							
Vermont Valley (Rutland):							Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia	1884	90	
1st Mortgage	386,000	7	April & Oct.	New York	1860	...	Mortgage Loan reg.	2,00,000	6	F. M. A. & N.	"	1897	90	
1st Mortgage	114,000	6	"	Boston	1860	...	Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	86	
2d Mortgage	293,200	7	"	New York	1859	...	Convertible Bonds	922,000	6*	March & Sept.	"	1894	124	
Vicksburg and Meridian:							Convertible Bonds	1,496,879	6	June & Dec.	"	1877	70	
1st series (red)	722,500	7	Jan. & July.	Philadelphia	1890	...	Monongahela Navigation:							
General 2d series (blue)	850,000	7	"	"	1890	...	1st Mortgage	103,000	6	Jan. & July.	New York	1887	...	
Mortgage 3d series (black)	154,000	7	"	"	1890	...	Morris (and Banking):							
4th series (not end.)	1,273,000	7	April & Oct.	"	1880	...	1st Mortgage	500,000	6	April & Oct.	Philadelphia	1876	94	
Special Loan 1871.	225,439	8	Jan. & July.	"	1880	...	2d Mortgage	235,000	6	"	"	1879	93	
Vineland:							Boat Loan, sinking fund	236,965	7	"	"	1885	90	
1st Mortgage tax free	750,000	7	April & Oct.	New York	1890	...	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1881	...	
Virginia & Tennessee (A.M. & O.):							Pennsylvania:							
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch	1873	95	1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia	1887	69	
Enlarged Mortgage	990,000	6	"	"	1884	76	1st Mortgage (W. Va. Can.):	600,000	6	"	"	1878	...	
4th Mortgage	846,000	8	March & Sept.	"	1900	88	1st Mortgage (Erie Canal):	743,664	7	"	"	1869	...	
Registered Certificates	123,208	8	Jan. & July.	"	'71-'75	...	Interest Bonds (Erie Canal) 1850	161,960	7	"	"	1873	...	
Funded Interest	204,200	8	"	"	1880	...	Schuylkill Navigation (Ph. & Rdg.):							
Income Mortgage (fundable)	112,500	8	"	"	1886	...	1st Mortgage	1,748,957	6	March & Sept.	Philadelphia	'82-'97	...	
Walkill Valley (Erie):							2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71	
1st Mortgage gold, tax free	20,000 pm	7*	April & Oct.	New York	1910	...	Plain Bonds	85,222	6	"	"	1876	75	
Ware River (Vt. Cen.):							Improvement bonds	302,500	6	May & Nov.	"	1870	90	
1st Mortgage gold, for \$750,000.	462,000	6*	June & Dec.	New York	1890	...	Boat and Car Loans	766,650	6	"	"	1888	75	
Warren (D. L. & W.):							Boat and Car Loan	628,100	7	"	"	1889	86	
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York	1875	...	Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71	
2d Mortgage, guaranteed	750,000	7	May & Nov.	"	1900	...	Susquehanna (S. & Tide Water):							
Warren & Franklin (O. C. & All R.):														

RAILROAD SHARE LIST, including Millage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (----) signify "not ascertained."

Land Grant Railroads are printed in "bold type." State-sail Railroads are distinguished by a "•".

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Properties and Assets.			Liabilities.			Operations.			Earnings.			Market Par.	Value of Shares.
	Car.	Freight.	B. M. E.	Pass.	Railroad.	Rolling Stock.	Assets.	Bonds.	Stocks.	Surplus Income.	Accounts.	Bonds.	Stocks.	Gross.	Net	Market Par.	
Sept. 30, 1872, 60.2	2,113.0	3	4	3	106 Adirondack.....	New York.	2,728,662	•	7,000,000	3,765,000	930,000	1,963,756	60.2	100,426	100	100	
May 31, 1872, 286.0	14.8	20	20	5	400 Alabama and Chattanooga.....	Alabama.	10,100,000	•	2,100,000	7,882,000	3,000,000	296.0	100	100	100	100	
Dec. 31, 1872, 51.3	4.6	16	24	12	101 Alabama Central V.	Alabama.	1,000,000	•	1,000,000	4,467,000	500,000	92.8	100	100	100	100	
Sept. 30, 1872, 112.0	87.1	21	24	12	146 Albany and Suic. (D. & H.)	New York.	7,468,572	•	6,000,000	4,467,000	500,000	144.0	100	100	100	100	
Dec. 31, 1872, 61.0	2.0	3	4	1	21 Alexandria and Frederickburg	•	2,500,000	•	1,000,000	2,256,300	12,389,000	182.0	100	100	100	100	
Jan. 31, 1873, 132.0	44.9	112.0	10	10	11 Allegheny Valley.....	Pennsylvania.	18,200,000	•	350,000	16,000,000	10,845,000	970,000	35.8	90,684	60	60	
July 30, 1872, 36.8	1.6	1	1	1	11 Allentown.....	Pennsylvania.	1,147,326	•	44,400	8,616,000	10,845,000	3,614	30.4	10,656	100	100	
Dec. 31, 1872, 205.5	2.0	5	10	2	48 Annapolis and Elkridge.....	Maryland.	446,000	•	620,000	293,400	44,605	88.7	44,329	20,778	17,163	8	
Dec. 31, 1872, 57.0	2.8	28.0	—	—	Arkansas Central (3 ft.)	Arkansas.	100,000	•	246,018	150,000	3,614	30.4	39,032	10,656	100	100	
Mar. 31, 1873, 23.6	1.9	1	1	1	11 Atchison, Topeka & Santa Fe.....	Kansas.	20,300,000	•	1,000,000	12,389,000	12,389,000	950.0	1,000	1,000	100	100	
Nov. 30, 1872, 46.6	23.3	23.0	20.0	20.0	11 Athol and Enfield.....	Massachusetts.	7,055	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200	
June 30, 1872, 30.4	0.9	3	2	1	11 Atlanta and West Point.....	Georgia.	1,200,000	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200	
July 30, 1872, 86.7	8.9	6	6	6	11 Atlanta and West Point.....	Georgia.	1,200,000	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200	
Dec. 31, 1872, 327.0	38.2	149.3	106.4	106.4	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200	
Dec. 31, 1872, 110.0	26.1	19	6	6	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200	
Sept. 30, 1872, 406.0	31.6	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,200	1,232,200
Sept. 30, 1872, 406.0	30.0	100.0	78	29	18	116.52 Atlantic and Gulf	Georgia.	1,692,246	•	1,232,200	22,000	1,232,200	347.5	1,232,200	1,232,200	1,232,20	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

In addition ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (...) signify "not ascertainable."

Abstract of General Balance Sheet

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

implies that the cost, shown in that headed "Railroad," is included in that headed "Land Grant Railroads" and appears also in "Railroads." Railroad Revenues are distributed by a "Railroads" account, and the column signifies "rail," and running date (—) signifies "not ascertained."

Abstract of General Balance Sheet.

Abstract of General Balance Sheet.

AMERICAN RAILROAD JOURNAL.

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Sept. 30, 1872	42.4	1. ^c	44.1	6	919 Providence and Worcester. R. I. & Mass. 1,906,636	666,568	125,660	107,861	2,060,000	500,000	234,612	84,019
Mar. 30, 1872	42.4	1. ^c	44.1	7	11 Providence, Warren and Bristol. R. I. & Md. 645,079	457,917	65,000	2,060,000	289,926	10	100	521,867
Mar. 30, 1872	42.4	1. ^c	44.1	8	11 Queen Anne and Kent Co. M.D. 1,501,000	280,030	1,000,000	280,000	44,096	1,605,267	13.6	457,686
Dec. 31, 1872	42.4	1. ^c	44.1	9	45 Quincy, A.lon and St. Louis. Ill. 1,500,000	32,200	102,335	12,560	44,096	415,776	13.6	44,096
Dec. 31, 1872	42.4	1. ^c	44.1	10	46 Raleigh and Gaston Air-Line. . . . N. C. 1,500,000	165,300	1,500,000	92,150	47.1	12,560	13.6	521,867
May 31, 1873	42.4	1. ^c	44.1	11	47 Raleigh and Gaston Air-Line. . . . N. C. 1,500,000	89,768	876,000	97.40	31,226	64,096	13.6	507,686
May 31, 1873	42.4	1. ^c	44.1	12	48 Rehsseler and Saratoga. N. Y. 1,500,000	2,048,460	6,000,000	1,925,000	4,000,000	236,066	13.6	44,096
Sept. 30, 1872	42.4	1. ^c	44.1	13	49 Richmond and Danville. Virginia 1,606,406	2,048,460	211,461	6,000,000	2,621,000	610,171	13.6	521,867
Sept. 30, 1872	42.4	1. ^c	44.1	14	50 Richmond and Petersburg. Va. N. C. 1,622,927	116,389	263,282	156,826	880,898	156,934	13.6	507,686
Sept. 30, 1872	42.4	1. ^c	44.1	15	51 Richmond and Petersburg. Va. N. C. 1,622,927	86,833	302,224	84,705	806,688	161,459	13.6	507,686
Sept. 30, 1872	42.4	1. ^c	44.1	16	52 Richmond and Petersburg. Va. N. C. 1,622,927	86,833	615,040	85,377	87,028	46,943	13.6	507,686
Sept. 30, 1872	42.4	1. ^c	44.1	17	53 Richmond and Petersburg. Va. N. C. 1,622,927	86,833	9,000,000	2,020	(No returns obtainable)	113,189	13.6	507,686
Sept. 30, 1872	42.4	1. ^c	44.1	18	54 Rochester and Genesee Valley. . . . N. York. 1,635,640	617,303	1,500,000	92,150	(Leased by Erie Railway Co.)	34,012	13.6	507,686
Sept. 30, 1872	42.4	1. ^c	44.1	19	55 Rockford, Rock Island and St. Louis. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Sept. 30, 1872	42.4	1. ^c	44.1	20	56 Rome. N. Y. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Sept. 30, 1872	42.4	1. ^c	44.1	21	57 Rome. Water-Town and Oedenburg. N. Y. 4,000,000	250,700	9,000,000	2,020	(Leased to Central Vermont)	1,067,749	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	22	58 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	23	59 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	24	60 Rome. Water-Town and Oedenburg. N. Y. 4,000,000	250,700	9,000,000	2,020	(Leased to Central Vermont)	435,140	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	25	61 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	26	62 Rome. Water-Town and Oedenburg. N. Y. 4,000,000	250,700	9,000,000	2,020	(Leased to Central Vermont)	435,140	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	27	63 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	28	64 Rome. Water-Town and Oedenburg. N. Y. 4,000,000	250,700	9,000,000	2,020	(Leased to Central Vermont)	435,140	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	29	65 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	30	66 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	31	67 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	32	68 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	33	69 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	34	70 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	35	71 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	36	72 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	37	73 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	38	74 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	39	75 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	40	76 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	41	77 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	42	78 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	43	79 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	44	80 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	45	81 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	46	82 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	47	83 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	48	84 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	49	85 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	50	86 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	51	87 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	52	88 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	53	89 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	54	90 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	55	91 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	56	92 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	57	93 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	58	94 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	59	95 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	60	96 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	61	97 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	62	98 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	63	99 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	64	100 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	65	101 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	66	102 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,686
Jan. 31, 1873	42.4	1. ^c	44.1	67	103 St. Louis and Louisville. Ill. 1,640,670	250,700	6,000,000	1,925,000	4,000,000	236,066	13.6	507,6

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus
(†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds				
		Rate.	Paid.	Market	Price	
RAILROAD STOCKS:	\$	p	p	p	p	c
At'lantic and Great Western, pref.	10,000,000	7	7	7	7	7
Atlantic, Mississippi and Ohio, pref.	306,000	7	7	7	7	7
" " " guar.	276,200	7	7	7	7	7
Atlantic and Pacific, preferred	10,000,000	7	7	7	7	16
Baltimore and Ohio, * preferred	3,994,900	4	4	4	4	100
Berkshire, * guaranteed	5,552,800	6	5	5	5	100
Blossburg and Corning, * guaranteed	600,000	7	7	7	7	7
Boston, Concord and Montreal, pref.	250,000	5	5	5	5	5
Buffalo, New York and Erie, * guar.	800,000	6	6	6	6	6
Catawissa, * pref. and guar.	950,000	7	7	7	7	7
Camden and Amboy, * guaranteed	1,159,500	7	7	7	7	80
Camden and Atlantic, preferred	5,847,800	10	10	10	10	115
Cayuga and Susquehanna, * guar.	783,549	7	3	3	3	3
Cedar Rapids and Missouri River, preferred and guaranteed	589,110	9	9	9	9	9
Central of New Jersey, * guar.	769,600	7	7	7	7	7
Central Ohio, * preferred	20,050,000	10	10	10	10	93
Chemung, * guaranteed	411,550	6	6	6	6	6
Cheshire, preferred	390,000	6	6	6	6	6
Chicago and Alton, * preferred	2,163,300	7	5	5	5	74
Chicago, Iowa & Nebraska, * guar.	2,425,400	—	10	10	10	10
Chicago and North-Western, pref.	3,916,300	—	8	8	8	8
Cinc. Sand, and Cleveland, pref.	423,000	6	6	6	6	6
Cleveland and Mahoning, * guar.	2,059,200	7	7	7	7	7
Cleveland and Pittsburg, * guar.	11,236,150	7	7	7	7	82
Cumberland Valley, 1st preferred, " " " 2d preferred	241,900	8	8	8	8	8
Dayton and Michigan, pref. & guar.	922,400	8	8	8	8	8
Delaware, * guaranteed	1,315,390	6	5	5	5	5
Detroit and Milwaukee pref. & guar.	2,617,140	6	6	6	6	6
Dubuque and Sioux City, * guar.	5,000,000	—	3	3	3	3
Dubuque South-Western, pref.	590,315	8	8	8	8	8
Eastern (N. H.) * + guaranteed	492,500	—	6	6	6	6
Elmira, Jeff. and Canad. * guar.	500,000	5	5	5	5	5
Elmira & Williamspt., pref. & guar.	500,000	7	7	7	7	7
" " " com. & guar.	500,000	5	5	5	5	5
Erie Railway, preferred	8,536,910	7	7	7	7	69
Erie and Pittsburg, * guar.	2,000,000	7	7	7	7	7
Evaneville and Crawfordsville, pref.	100,000	—	—	—	—	—
Hannibal and St. Joseph, pref.	2,167,700	7	7	7	7	35
Harrisburg and Lancaster, * guar.	1,182,550	7	7	7	7	7
Housatonic, preferred	1,180,600	8	8	8	8	8
Huntington and Broad Top Min, pref.	190,750	—	—	—	—	—
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	7	7	7
Joliet and Chicago, * guar.	1,500,000	7	7	7	7	7
Joliet and Northern Indiana, * guar.	300,000	8	8	8	8	8
Little Miami, Col. and Xenia, * guar.	9,394,450	8	8	8	8	8
Louisv., Cincinnati and Lex, pref.	851,000	9	9	9	9	9
Marietta and Cincinnati, 1st pref. " " " 2d pref.	8,101,650	6	6	6	6	6
Mich. Southern, (Lake Shore) * guar.	583,500	10	10	10	10	10
Mill Creek, * guaranteed	323,875	10	10	10	10	10
Milwaukee and St. Paul, preferred	10,285,777	7	7	7	7	58
Mine Hill, * guaranteed	3,855,450	8	8	8	8	8
Montclair, * guaranteed	2,000,000	7	7	7	7	50
Morris and Essex, * guar.	10,000,000	7	7	7	7	88
Nesquehoning Valley, * guar.	2,000,000	10	10	10	10	10
Newark and New York, * guar.	1,000,000	7	7	7	7	7
Newcastle and Beaver Valley, * guar.	605,000	10	10	10	10	10
New Jersey, * guaranteed	7,296,200	10	10	10	10	10
New London Northern, * guar.	971,400	10	10	10	10	10
New York & Harlem, * pref. & guar.	1,500,000	8	8	8	8	8
" " " com. & guar.	5,000,000	8	8	8	8	8
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	6	6	6
North Eastern (S. C.), preferred	105,000	8	8	8	8	8
Northern New Jersey, * guar.	1,000,000	8	8	8	8	8
Norwich and Worcester, * guar.	2,824,300	10	10	10	10	10
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	7	7	7
" " " pt. & * guar.	2,000,000	8	8	8	8	8
Ohio and Mississippi, preferred	4,030,000	7	7	7	7	63
Oswego and Syracuse, * guar.	1,144,400	9	9	9	9	9
Panama, * guaranteed	7,000,000	12	12	12	12	12
Paterson and Hudson, * guar.	630,000	—	—	—	—	—
Pemberton and Hightstown, * guar.	342,000	6	6	6	6	6
Peoria and Bureau Valley, * guar.	1,200,000	8	8	8	8	8
Philadelphia and Erie, preferred	2,400,000	—	—	—	—	—
Phila. German'n & Norrist'n, * guar.	2,231,900	12	12	12	12	166
Philadelphia and Reading, * prot.	1,651,687	—	—	—	—	—
Philadelphia and Trenton, * guar.	1,245,100	10	10	10	10	10
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	7	7	7	88
Pittsfield and North Adams, * guar.	4,400,000	5	6	6	6	6
Portland, Seaco & Portsmouth, * guar.	1,500,000	10	10	10	10	10
Rochester and Genesee Valley, * guar.	557,560	—	—	—	—	—
Rutland, * preferred and guaranteed	4,300,000	7	7	7	7	45
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	7	7	33
St. Louis, Jacksonv. & Ch., * pt. & * guar.	1,045,100	7	7	7	7	7
St. Louis, Kansas City & Nor., pref.	12,000,000	—	—	—	—	—
Schuylkill Valley, * guaranteed	576,000	5	5	5	5	5
Shamokin V. & Pottsville, * guar.	868,450	6	6	6	6	6
Toledo, Peoria & Warsaw, 1st pref. " " " 2d pref.	1,700,000	7	7	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	7	7
Warren, * guaranteed	1,800,000	7	7	7	7	7
CANAL STOCKS:						
Delaware Division, * guar.	1,633,350	8	8	8	8	8
Delaware and Raritan, * guar.	5,847,500	10	10	10	10	10
Morris, preferred and guaranteed	1,175,000	—	—	—	—	—
" com. and * guar.	1,650,000	4	4	4	4	4
Schuylkill Navigation, re-ferred	3,808,972	4	4	4	4	4

WHOLESALE PRICE CURRENT

IRON—DUTY: Bars, 1 to $\frac{1}{2}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 $\frac{1}{2}$ cents per lb.; Sheet, Band, Hoop and Scroll, $\frac{1}{4}$ to 1 $\frac{1}{2}$ cents per lb.; Pig, #7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¢; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent ad val.

Pig, Scotch—Coltness.....	per ton	51	@	—
Gartsherrie.....		49	@	50
Glenarmock.....		46	@	47
Eglinton.....		45	@	—
Pig, American, No. 1.....		42	@	43
Pig, American, No. 2.....		33	@	35
Pig, American, Forge.....		29	@	31
Bar, Refined, English and American.....		—	@	—
Bar, Swedes, assorted sizes.....(gold)		—	@	137 50
STORE PRICES.				
Bar, Swedes, 1½ x 2½ & 1½ x 2½ sq. 1 to 5x1 to 5x2 to 5x3 to 2sq. 6 to 12 x 1½ & 1½ sq. 1 to 5x1 to 5x2 to 1 in.....		175	@	—
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....		82 50	@	85
Bar Refined, 1½ to 6 by 1 & 5-16 in.....		87 50	@	—
Bar, Refined, 1 & 1½ by 1 & 5-16.....		90	@	—
Large Rounds, 2½ to 3½ & 4 in.....		92 50	@	107 50
Scroll.....		102 50	@	135
Ovals and Half-round.....		110	@	130
Band, 1 to 6 in. by 3-16 to No. 12.....		102 50	@	105
Horse Shoe.....		117 50	@	—
Rods, 1@-16 inch.....		92 50	@	135
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14.....		120	@	160
Nail Rod.....	per lb.	9	@	—
Sheet Russia, as to assortment.....(gold)		18	@	18
Sheet, Single, D. and T. Common.....		54	@	7
Sheet, Doubles and Trebles, Charcoal.....		7	@	8
Sheet Galvanized.....		List 10 per ct. disc.		
Rails, English.....(gold)	per ton.	52	@	63
Rails, American, at Works in Penna. c'y.		70	@	75
Anvils (Eagle).....per lb. currency		9	@	—
STEEL—DUTY : Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 21 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)				
English, Cast, (2d and 1st quality).....per lb.		18	@	23
English Spring (2d and 1st quality).....		9½	@	10
English Blister (2d and 1st quality).....		14	@	18
English Machinery.....		—	@	14
English German (2d and 1st quality).....		12½	@	14
American Blister.....		—	@	11
American, Cast, Tool.....		—	@	17
American, Cast Spring.....		—	@	11
American Machinery.....		11½	@	12
American German Spring.....		9	@	—
NAILS—DUTY : Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 25 per cent. ad val.—all less 10 per cent.				
10d. to 60d. Common.....per kg.		—	@	4 75
8d. and 9d.		—	@	5
6d. and 7d.		—	@	5 25
4d. and 5d.		—	@	5 50
3d.		—	@	7
2d. and 3d. Fine.....		—	@	3 75
Cut Spikes, all sizes.....		—	@	5
TIN—DUTY : Pig, Bars and Block, FREE; Plate and Sheet and Terne Plates, 15 per cent. ad val.				
Blanca.....(gold) per lb.		—	@	34
Straits.....(gold)		30	@	30
English.....(gold)		—	@	27
Plates—Pair to good brands—Gold.....		Currency		
1. C. Charcoal.....per box. 9 75	@10	11 25	@	11 75
1. C. Coke.....	8	9 25	@	9 75
Coke Terne.....	7	8 25	@	8 25
Charcoal Terne.....	9 50	11	@	11
PETROLEUM—DUTY : Crude, 20 cents; Refined 40 cents per gallon.				
Crude 40@48 gravity (in bulk).....		5	@	—
Crude 40@47 gravity (in shipping order).....		10	@	11
Refined, Standard White (in ship'g order).....		17	@	—
Refined, S. W. (in jobbing lots).....		17	@	17
Refined, S. W. (in tin).....		21	@	21
Naphtha, Refined (65@73 gravity).....		9½	@	10
Residuum.....(in shipping order) per gall.		10	@	10
COPPER—DUTY : Pig, Bar and Ingot, 5; Old Copper cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.				
Copper, New Sheathing, (over 12 oz.) per lb.		—	@	31
Copper, Bolts.....		—	@	40
Copper, Braziers' (over 16 oz.).....		—	@	40
Copper, Nails.....		—	@	40
Copper, Old Sheathing, &c., mixed lots.....		22	@	22
Copper, American Ingot.....		24½	@	24
Copper, English Pig.....		—	@	2
Yellow Metal, New Sheathing & bronze.....		—	@	2
Yellow Metal, Bolts.....		—	@	3
Yellow Metal, Nails, Sheathing & Slating		27	@	30
LEAD—DUTY : Pig, #2 per 100 lb.; old Lead, 1½ cent per lb.; Pipe and Sheet, 24 cents per lb.—all less 10 per cent.				
Spanish Ordinary.....(gold) per 100 lb.		—	@	7
German Ordinary.....(gold)		—	@	7
English.....(gold)		—	@	7
Bar.....		—	@	9 2
Pipe.....		—	@	10 5
Sheet.....		—	@	10 5
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½ pr. Tatham's Improved Tin-Lined Lead Pipe.....		16½		
COAL—DUTY : Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FINE; other, 40 cents per 28 bushels of 90 lb. to the bushel.				
Liverpool Gas Cannel.....		16	@	18
Liverpool House Cannel.....		21	@	22
All rates (by caravans) per ton of 28 bushels 50 lb. to the bushel.				

New York Stock Exchange

Actual Sale Prices for the week ending Oct. 2.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

Th.2. F.3. Sat.4. M.6. Tu.7. W.8

FEDERAL STOCKS:-

U. S. 5s, 1874, reg.	109	109	109	108	108	108
U. S. 5s, 1874, coup.	109	109	109	109	109	109
U. S. 5s, 10-40s, reg...108	109	109	109	109	109	109
U. S. 5s, 10-40s, coup...108	109	109	109	109	109	109
U. S. 5s, 1881, reg...109	109	109	109	108	108	108
U. S. 5s, 1881, coup...108	109	109	109	108	108	108
U. S. 5s, 1881, reg...112	113	114	115	115	115	115
U. S. 5s, 1881, coup...113	115	115	114	115	115	115
U. S. 5s, 5-20s, reg. '62...	115	115	114	115	115	115
U. S. 5s, 5-20s, c. 1862, 109	108	108	108	109	109	109
U. S. 5s, 5-20s, reg. '64, 107	109	109	109	109	109	109
U. S. 5s, 5-20s, c. 1864, 109	109	109	109	109	109	109
U. S. 5s, 5-20s, reg. '65, 107	109	109	109	109	109	109
U. S. 5s, 5-20s, c. 1865...	110	111	111	111	111	111
U. S. 5s, 5-20s, r. n. '65...	112	113	113	113	113	113
U. S. 5s, 5-20s, c. n. '65, 113	113	113	113	113	113	113
U. S. 5s, 5-20s, reg. '67, 112	112	113	113	113	113	113
U. S. 5s, 5-20s, c. 1867, 114	114	114	114	114	114	114
U. S. 5s, 5-20s, reg. '68...	114	114	114	114	114	114
U. S. 5s, 5-20s, c. '68...114	114	114	115	114	114	114
U. S. 5s, Pac.RR issue, 102	110	110	110	111	111	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

W.1. Th.2. F.3. Sat.4. M.6. Tu.7. W.8

Catawissa preferred ... 38	38	38	40	40	40	40
Camden and Amboy...						
.. 6s, 1875						
.. 6s, 1883						
.. 6s, 1889						
.. mort. 6s, '89 91			96	96		
Elmira & Williamsport...						
.. pref.						
.. 7s...						
Lehigh Navigation ... 25	25	24	28	28	28	28
.. 6s, 1884						
.. Gold L.	86	86	86	86	86	86
.. R. R. L.						
.. Conv. L. '77...						
Lehigh Valley R. R. ... 56	57	57	57	58	58	58
.. 6s new coup.			94			
.. 6s new reg. 96		96	96			
Little Schuylkill R.R. ... 7s...			45	45		
Minehill .. 50	50					
Morris Canal ... pref.						
North Pennsylvania ...						
.. 6s, 1880		99		99		
.. 7s...		99				
.. 10s. 1887...						
Northern Central ...						
Oil Creek & Allegh. Riv. 18	19	19				
.. 7s...	68					
Pennsylvania R. R. ... 47	40	50	49	49	49	49
.. 1st M...						
.. 2d M...				95		
.. Gen. mort...						
.. reg...						
Penn. State 6s, 1st series...						
.. 6s, 2d series, 102	102	102	102	102		
.. 6s, 3d series...						
Philadelphia City, 6s...				97		
.. new ... 99	100	100	100	100	100	100
Philad., Germ., & Nor. ... 80	82	83		83		
Phila. & Reading ... 50	51	52	52	52	53	
Philadelphia and Erie ... 18			18			
.. 6s...						
.. 7s...						
Phila., Wilm., & Balt. ...						
Schuylkill Navigation ...						
.. pref...						
.. 6s, 1882			71			
.. 6s, 1876						
.. 6s, 1872			75			
United Co. of N. Jersey ... 116		116		115	115	
Hentonville, (Horse) ...			16	17	18	
Chestnut & Wal. ...					59	
Green & Coates ...						
Old and 3d streets ...			57	57		
Spruce and Pine ... 25						
18th and 15th st. ...						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

W.1. Th.2. F.3. Sat.4. M.6. Tu.7. W.8

Baltimore City 6s, 1875...		98	98	98	98	98
.. 1886		98	98	98	98	98
.. 1890	98	98	98	98	98	98
.. 1884			100			
.. 1900			98			
Balt and Ohio ... 157		165		164		
.. bonds, 1875...						
.. 1880...						
.. 1885...				94		
Marietta & Cin. 1st M...		98		98		
.. 2d M...	88	97		89		
.. 3d M. 84...	76			78		
Northern Central ... 30	30					
.. bonds, 1885...						
.. 1900...						
Pittsb. & Connellsy. 7s...	87	87		90		
N. W. Va. 1st mort...						
.. 2d mort...						
.. 3d mort...						
Virginia 6s, Consol ... 44	45	48	49	49		
Defer. Certif. 6s ... 8	8	10				
All Passenger R. R. ...						

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

Th.2. F.3. Sat.4. M.6. Tu.7. W.8

Boston and Albany ... 141	143		148	143	143	143
Boston and Lowell ...						
Boston and Maine ... 114	115	115	115	115	115	115
Boston and Providence ...			146		148	
Boston, Hartford & Erie ... 78	22	24	25	24	24	23
Cheshire, pref...						
Chi., Burl. & Quincy ... 88	88	90	92	94	92	
Concord ...						
Connecticut River ... 94	94	95		94		
Eastern ...						
Fitchburg ...						
Manchester & Lawrence ...						
Michigan Central ... 78	76	76	76	76	76	76
Northern, N. H. ... 102		104		104		
Ogdens. & Lake Champlain ... 59		60	59		59	
Old Colony ... 94		94		94		
Ph., Wil. & Baltimore ... 52	52	52	52	52	51	
Portl'd, Saco & Ports ... 120		128				
Union Pacific ...						
" 6s ... 70			75	73		
" Land Grant 7s ... 53			52	53		
Vermont & Canada ...						
Vermont & Mass ...						
South Boston (Horse) ...						
Cambridge ...						
Middlesex ...						
Central Mining Co. ...						
Copper Falls ...			23	23	22	
Franklin ... 41	41	41	41	41		
National ...						
Quincy ... 37		37	36	35	36	

London Stock Exchange.

Closing Prices.

Atlantic & Gt. W. 1st mort., \$1,000...	73	75	74	76
Do. 2d mort., \$1,000...	69	61	63	65
Do. Con. mort. B'nds Blisch's Cert. ... 33	33	38	39	41
Do. Reorg. Scrip. ... 97	97	97	99	99
Do. Leas. Lines, Rental Bonds ... 85	85	89	89	91
Detroit & Milwaukee 1st mort. Bonds ... 65	65	70	65	70
Do. 2d do. do. 65	65	70	65	70
Erie shares 100 dol. all paid ... 42	43	43	44	44
Do. 6 per cent Convertible Bonds ... 95	98			
Cons. Mort. amount autho. to be issued for conv. of existing bonds. 90	93	92	93	93
Illinois Central \$100 shares all paid ... 82	84	84	86	
Do. Redemption mort. bonds 6 p.c. 102	102	104	102	104
Illinois & St. Louis Bridge 1st mort. 102	102	104	102	104
Marietta and Cincinnati Rail. Bonds ... 82	86	88	86	86
Panama 2d mort. ... 84	86	84	86	
Panama General mort. ... 97	99	97	99	
Pennsylvania 2d mort. ... 96	97	94	94	97
Do. General mort. ... 96	98	98	98	99
Do. \$50 shares ... 41	43	40	43	
Philadelphia and Erie 1st mort. ... 99	100	98	100	
Do. with option to be paid in Phila. 97	98	97	99	

American Railroad Journal.

Saturday, October 11, 1873.

Stock Exchange and Money Market.
The Money movement, though very gradual in its progress, has been more favorable to responsible borrowers. The supply has been on the increase, and rates have been settling to a more uniform and less oppressive basis. Call loans have been quoted off to the legal rate of 7 per cent, and in instances a fractional commission, for prompt accommodation. And in the discount line, the quotations have been from 10@18, generally 12@15 per cent per annum, on marketable grades of business paper. The demand for aid has been, of course, quite active, but lenders have been meeting it with more readiness and liberality. The city banks have been considering their resources, and have made encouraging headway in this direction. Their deposit line has been augmented, indicating reviving confidence in the general situation. They have not as yet resumed the publication of their weekly averages, and probably will not do so until they shall have retired and cancelled the interest bearing certificates made use of during the severity of the pressure for Clearing House purposes, and the need for which is now diminishing with the improvement in busi-

ness affairs, and the certain, even if tardy, return of financial and commercial negotiations to their legitimate channels.

The U. S. Sub-Treasury, last week, reduced its currency balance \$1,322,697, and added to its coin reserve \$2,952,033. Its currency balance at the close of the week was \$3,084,639; and its coin reserve \$54,330,884.

The Gold movement has been less active, and under the influence in part of the free importations of specie from England, the price has declined and closed weak. The range of the price during the week as far as reported has been from 109 1/2@110 1/4, and the quotation on Wednesday was 109 3/4 against 110 1/4 on Wednesday of the preceding week. The specie outflow last week, was \$674,861, mainly in silver.

The cash balances of the Treasury Department on Tuesday were: Currency, \$3,946,857; special deposits of legal tenders for the redemption of certificates of deposit, \$11,300,000; coin, \$81,

407,244. Coin certificates, outstanding, \$38,589,200; outstanding legal tenders, \$358,649,000.

The customs demand for Gold last week, averaged \$352,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$100,431,349, against \$119,420,941 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, has been \$42,940,112 against \$60,483,350 during the same portion of 1872.

Foreign Exchange has improved in price, and has been of readier sale, though closing irregularly, and rather lower. Bankers' sixty day bills on London closed on Wednesday at 107@107 1/4; sight bills on London, at 108@108 1/4. The week's exports of Domestic Produce have been to the enormous currency value of 8 1/2 millions.

A much more confident demand has been noted for Government securities, prices of which have advanced, closing firmly and buoyantly. The inquiry has been mostly from investment buyers.

The import entries of foreign merchandise at New York, including dry goods, amount for the past week to \$7,764,447.

General business has been quite brisk in the line of dealings in Breadstuffs, especially for export, at firmer prices. Cotton, has been offered less freely and quoted higher, but has been quiet. Provisions have been moderately sought after, closing irregularly. Petroleum and Naval Stores in better demand, and held more confidently. Tobacco, Wool, Hemp, Seeds, and Metals have been quiet; Metals closing in favor of buyers. Groceries have been inactive and depressed. Live Stock have been held higher, but have been quite moderately dealt in. Ocean freights closed less firmly, on a tamer movement.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 16; Rensselaer and Saratoga R. R., 100; St. Louis and Iron Mt. R. R., 65; do. 1st mort., 92; do. 2d mort., 80; Delaware, Lackawanna and Western 7s, conv., 98½; Boston, Hartford and Erie 1st mort., 24; Lake Shore div. bonds, 89; Milwaukee and St. Paul 1st mort., LaC. div., 84; do. Iowa div., 80; Toledo, Peoria and Warsaw 1st mort., E. D., 86; do. W. D., 80; Gt. Western 1st mort., 1888, 92; Clev., Col., Cin. and Ind. 1st mort., 99½; North Missouri 1st mort., 80½; Ohio and Miss. consol., S. F., 89; Long Dock bonds, 95; Galena and Chicago 2d mort., 96; Louisville and Nashville 7s, consol., 1898, 92½ Lake Shore and Michigan Southern 7s consol., coupon, 90; Cedar Falls and Minnesota 1st mort., 75; Central of New Jersey 1st mort., new 101½; Western Union Telegraph, 68¾; do. 7s, 95; Consol. Coal of Md., 46; Maryland Coal, 17½; Spring Mt. Coal, 40; Adams Exp., 84; U. S. Exp., 57½; Wells-Fargo Exp., 68; Am. Exp., 58; N. Y. State 7s, B. L. reg., 104½; South Carolina 6s, new, Jan. and July, 11; Brooklyn 6s, W. L., 92.

Philadelphia.—Pennsylvania and New York 7s, 97½; Philadelphia and Reading 7s, 1893, 100; do. 7s, new conv., 99; do. Gen'l mort. 7s, reg., 99¾; do. coupon, 97; do. debent. bonds, 77; Lehigh Valley 7s, 101½; Steubenville and Indiana 6s, 70; Huntingdon and Broad Top 2d mort., 85½; Ithaca and Athens 7s, 100; Camden and Atlantic R. R., 32; Philadelphia and Trenton R. R., 118; Catawissa R. R., 15; do. 7s new, 95; Allegheny County 5s, 80; Fulton Coal, 5½; Camden City 6s, 100. The latest quotations are: City 6s, 97@100; do. free of tax, 100¾@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 101@102; do. 3d series, 105@107; Philadelphia and Reading 52½@53; do. Gen'l mort. 7s, coup., 96½@97½; do. reg., 99½@100; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 98@99; United New Jersey R. R. and Canal Co., 116@—; Camden and Amboy 1st mort. 6s, 1889, 95@97; do. 1888, 89@91; do. 1889, 87@88½; Pennsylvania R. R., 49@49½; do. 1st mort., 95@101; do. 2d mort., 94½@95½; do. General mort. coupon, 85@90; do. reg., —@93½; Little Schuylkill R. R., 44½@45½; Morris Canal, 45@—; do. pref., 120@—; do. 6s, 89@—; Susquehanna Canal, 6@9; do. 6s, 65@75; Schuylkill Nav., 6@7; do. pref., 9@11; do. 6s, 1882, 65@72; do. 1872, 78@79; Elmira and Williamsport pref., 86@88; do. 7s, 48@—; do. coupons, 70@75; West Virginia, 10@

1873, 98@94; 5s, do. 55@60; Lehigh Coal and Navigation 28½@28½; do. 6s, 1884, 86@88; do. R. R. Loan, 90@92; do. Gold Loan, 85¾@86½; North Pennsylvania, 45@49; do. 6s, 98@100; do. 7s, 96@100; do. Chatte 10s, —@112; Philadelphia and Erie, 18@24; do. 6s, 85@87; Minehill, 50½@51; Catawissa, 13@15; do. pref., 39¾@40; do. 7s, 1900, 94@97; Lehigh Valley, 58½@58½; do. 6s, new coupon, 93@95; do. reg., 96@97; do. 7s, 101@101½; Fifth and Sixth streets, (horse), 52@56; Second and Third, 57@58; Thirteenth and Fifteenth, 19½@21; Spruce and Pine, 25@30; Green and Coates 45@46; Chestnut and Walnut, 58@60; Hestonville, 15½@17; Germantown, 34@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 10½; Connecticut and Passumpsic Rivers R. R. pref., 83¾; Boston and Lowell R. R. new, 105; Rutland pref., 45½; Worcester and Nashua R. R., 121½; Atchison, Topeka and Santa Fe 7s, 61½; do. 7s, L. G., 62; Eastern R. R. 6s, 1874, 96¾; do. 7s, 1882, 98½; Boston and Albany 7s, 1892, 103½; Burlington and Missouri River R. R. in Iowa, 88; do. in Nebraska, 43; do. 8s, in Nebraska, 90; Michigan Central 7s, 1892, 95¾; Boston Water Power Co., 18; Cary Imp., 7½; Brookline Land, 4%; New Hampshire 6s, 97; Boston 5s, 1883, gold, reg., 97½; do. 6s, 1880, currency, 99; St. Louis 6s, 1888, 86; Chicago 7s, 1892, 96; Cook Co., Ills., 7s, 1892, 94¾; Cambridge 6s, 1903, 92; Roxbury 6s, 1876, 97½; Bangor 6s, 1894, 86½; Nashua 6s, 1875, 96; Allouez Mining Co., 10½; Calumet and Hecla, 143; Pewabic, 8; Rockland, 1½; Shuniah Silver, 25c.; St. Clair, 1½.

Baltimore.—Virginia consols, coupons, 75; Maryland Defense 6s, 102½; Union R. R. 1st mort., 91; Orange, Alex. and Manassas 7s, 77½; Atlantic Coal, 225. The latest quotations are: Wilmington, Columbia and Augusta bonds, 72@76; Wilmington and Weldon bonds, 90@—; Pittsburg and Connellsville 7s, 1898, 88@90; Baltimore and Ohio, 161@170; do. 6s, 1875, 96@98%; do. 1880, 97@97; do. 1885, 91@94; Parkersburg Branch, 9@11; Northern Central, 29@31; do. 6s, 1885, 85@92; do. 1900, 82@85; do. 6s, 1900 gold, 86½@90; N. W. Va. 1st mort., —@—; do. 2d mort., —@—; do. 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 97½@100; do. 2d mort., 7s, 88@90; do. 3d mort., 8s, 75½@76; Central Ohio, 29@30; do. pref., 40@40; do. 1st mort., 82½@84¾; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort. guar., 92@96; do. 2d mort. pref., 75@79; do. 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@95; do. 2d mort. 6s, 85½@87; do. 3d mort. 8s, 87½@89; do. 4th mort. 8s, 75@79; Orange, Alex. and Manassas 7s, 76@78; Virginia and Tennessee 1st mort. 6s, 95@—; do. 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 98½@98½; do. 1884, 94½@95; do. 1886, 96@96; do. 1890, 95½@96; do. 1893, 95@96; do. 1893, exempt, 100@101%; do. 1900, exempt, 95@95; do. 1900, new, 96½@96½; do. 1902, 95@95¾; Memphis City 6s, —@50; Maryland Defense Loan, 1888, 102½@103; Virginia 6s, old, 87@—; do. coupon old, 88@88; do. consol. 6s, 48½@

11; City Passenger R. R., 16@22; George's Creek Coal, 115@150.

Coal and Iron—Coal Superseded—Vapor Fuel.

It has been well said that iron and coal are the cornerstones of England's commercial supremacy. But we think it also true that a cunning hand and an inventive brain were equally efficacious and essential in arriving at that result.

Whether this or that nation is henceforth to take the lead in the arts and manufactures, or whether the United States are bound to distance all other nations in the great international struggle for control of the markets of the world, we are not now to stop to inquire.

This point alone we wish simply to record just here and now. The sceptre of "King Coal" is about to pass away. A new heating agent has been discovered and utilized, that is a complete substitute for coal in its every possible application.

We may properly state that we have recently secured for the JOURNAL, the services of a writer and scientist who has made the subject of fuels and combustion, a practical study continuously, for ten years past, and therefore knows whereof he speaks.

The line of his researches has been in the direction of gaseous or vapor fuel rather than solid fuels.

This writer, who is an inventor or discoverer as well, assures us that when the results of those discoveries shall practically be made known, and the new fuel system put into general use, the great coal monopolies and combinations will melt away like snow at the touch of fire.

Those monopolies have chosen the worst possible time for attempting to rivet upon the public their schemes of extortion; for the new fuel, Vapor Fuel as it is properly called, or rather the basis of it, Petroleum, is at this very time being produced in almost fabulous quantities, in all the old and in some new oil bearing districts in our country.

Yes, Petroleum, and all similar substances, are the articles to be used for the production of this new fuel. It is first converted into a gas, and then intermixed with the requisite amount of air and steam under proper conditions, and this product conducted in pipes to the place of combustion and thus ignited and burnt in suitably constructed furnaces.

As a steam fuel, coal, by comparison with it, is nowhere, for its various advantages in this respect admit of no comparison. For reducing and refining ores, for working in iron, steel and metallurgy generally, its merits are infinitely superior to any other fuel.

From the total absence of sulphur and all other hurtful ingredients, Vapor Fuel produces from the poorest of ores, even a better than charcoal iron.

While the results obtained are so greatly superior, it is gratifying to know that the cost of this fuel is less than half that of coal, and the supply increasing and unlimited.

We deem it most fortunate that this great discovery has been perfected at this time, when the price of coal seems to be going up, and the supply of Petroleum so very abundant and cheap.

The great industries of the countries are in process of rapid development and change, especially

in all those branches relating to iron and steel; and who knows or can predict what important results will be due to the discovery and application of "Vapor Fuel" to the various uses we have named. That it is destined to become a substitute for coal, and to become also an important adjunct to metallurgy no one can doubt.

In this connection we may also state that Petroleum is already being used in many places to furnish illuminating gas, and the gentleman already referred to, connected with this office, informs us he has also devised a method whereby Petroleum and other Hydrocarbons may be successfully utilized to furnish all the fuel and heat of towns and cities, for warming, cooking, &c., in the same manner that illuminating gas is now served out and used.

This is indeed a novel and momentous innovation, and one well worthy the attention of oil producers, as affording a new field for its use, and a profitable relief from the evils of an increasing and already overcrowded supply.

Our associate will doubtless make himself heard soon through these columns on the above and similar subjects.

Safety Car Lamps.

It is only a few days ago that a careless employee on one of our railroads dropped his lighted kerosene lamp, and almost instantly a frightful volume of flame filled half the car, sending the passengers flying for their lives through the windows and every other way. Being an ordinary passenger car, they fortunately escaped with their lives, though many were seriously burned and otherwise injured.

But suppose this thing had occurred at dead of night, in a sleeping car filled with men, women and children, all wrapped in deep slumber. Filled with the most combustible of materials, cotton drapery and the like, instead of a miraculous escape, we would have had to record the sickening details of another fearful holocaust of fire; for in such case it would be a miracle indeed if one should escape.

Here, then, is a loud warning to all railroad companies; for we believe there are excellent devices for lighting up cars, whereby such accidents may be rendered impossible. Then we say, let a knowledge of all such inventions be heralded far and wide, and brought home to the knowledge of every company; and after that, if officers of roads neglect to employ the best known preventives of similar disaster, they will be called to a terrible reckoning in every case of fatal accident arising from such neglect.

¶ The receipts of the Central Railroad Company of New Jersey for the nine months ending September 30, 1873, were \$6,552,033 18, the expenses \$3,254,282 92, and the net receipts, \$3,297,750 21. In the corresponding period of 1872 the receipts were \$5,383,675 85, the expenses \$3,138,083 01, and the net receipts \$2,245,592 84—showing an increase in receipts of \$1,168,357 28, in expenses of \$116,199 91, and in net receipts of \$1,052,157 37.

¶ The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 22, are: freight, \$46,596 72; passengers, \$33,847 92—total, \$80,444 64.

New Steam Passenger Car.—Rapid Transit.

The season is fast approaching when long-suffering New Yorkers must nerve themselves up to endure, as best they may, the terrible discomforts incident to snow blockades, and long, cold, weary hours passed in the horse cars going to and from business.

We see no way of avoiding for the coming winter, and indeed for many winters yet to come, the growing evil of past seasons, but in the immediate application to existing lines of a new steam passenger car, designed to take the place of horses and of dummies entirely.

The last Legislature authorized the employment of any new propelling power on the roads in any city, subject to the regulation of the municipal authority.

It is not a moment too soon to bestir ourselves in this matter.

The plan of the Improvement, as shown and explained to us, comprises a small steam motor of peculiar construction, placed underneath the car, propelled by steam generated by vapor fuel—the whole being noiseless, and without smoke, coals, ashes, cinders, or any puffing whatever. This motor can be worked anywhere from 5 to 20 horse power, can be applied to present cars, and will as readily draw a train of 4 to 6 of them, as one; and if the track could be cleared would run from the City Hall to Harlem in 15 minutes.

For humanity's sake let us try something this season—anything that promises relief, and thus afford some sort of an escape valve for the mountains of pent up indignation that are sure to be engendered by the lack of quick, comfortable transit during the long winter months, so near upon us.

We understand the owners of both the steam car and the rotary engine, as is usual with inventors, are without capital to push matters. Here, then, is a splendid opportunity for somebody.

By way of adding our mite, we will undertake to put any inquirers through this office in immediate communication with the inventor.

A New and Powerful Steam Engine.

We have been shown a small working engine of an entirely new style, which seems to overcome every objection hitherto urged against the rotary principle. Experts in such matters assure us that this machine possesses all the elements of complete success, and a perfect rotary, a desideratum long sought after by steam engineers. It is pronounced at once simple, extremely compact, of great power, economical to run, and can be built and sold for about half the price of any other machine of equal power.

That Fire Extinguisher.

What has become of that wonderful Fire Annihilator, the Stanton Fire Extinguisher, we believe it was called, over in Brooklyn, about which so much was promised, a little time ago? Has it gone up, or what's the matter? We are moved to make this inquiry because several of our friends have been making inquiries about it lately, who were waiting to buy, if it would perform half it promised.

¶ The earnings of the St. Louis, Kansas City and Northern Railway in September, 1873, were \$286,242, against \$232,819 in September, 1872—an increase of \$53,424.

The principal of the public debt of the United States, July 1, 1870, amounted to \$2,480,672,427, against \$2,358,211,332 on the 1st of July, 1871, \$2,252,251,328 on the 1st of July 1872, and \$2,234,482,993 on the 1st of July, 1873. This last statement is made without regard to the interest due and unpaid, or accrued, or cash in the treasury at the dates named. By adding interest due and unpaid, and interest accrued, and deducting cash in the treasury for the past two fiscal years, we have the following result: Balance of obligations July 1, 1872, \$2,191,486,343 62; balance of obligations, July 1, 1873, \$2,147,818,713 57; leaving a net reduction during the fiscal year of \$43,667,630 05. The reduction for three years, from July 1, 1870, to July 1, 1873, is \$216,189,434. The net reduction during the last fiscal year being only \$43,667,530, is rather less than one-fifth of the whole reduction as shown by the aggregate figures given. But this, as assumed by the *New York Evening Post*, is because the net receipts of the year 1872 exceed those of the year 1873 by forty one and half millions, while the total expenditures of 1872 fall short of those of 1873 by thirteen millions. The cause of this falling off in receipts need not be specifically examined at present, further than to say that the tariff has furnished less by almost thirty millions than it did last year, and the Internal Revenue Department shows a falling off of almost seventeen millions. Five millions more of the income of 1873 than of that of 1872 are, however, credited to miscellaneous sources.

¶ Mr. S. S. Blair, superintendent of the Baltimore Division of the Northern Central Railway, between Baltimore and Harrisburg, has been transferred to the Tyrone Division of the Pennsylvania Railroad, where he will be superintendent of about one hundred and seventy-five miles of road, viz: Tyrone to Clearfield, Tyrone to Lock Haven, on the Philadelphia and Erie road, and Tyrone to Lewisburg, (about being completed,) on the Philadelphia and Erie road, six miles north of Sunbury. Mr. Blair has held his position on the Baltimore Division for over ten years. Mr. George C. Wilkins has been appointed to the position made vacant by Mr. Blair. He has been superintendent of the Tyrone Division for several years.

¶ The earnings of the Central Pacific Railroad for the month of September, 1873, were \$1,392,125, against \$1,254,688 in September, 1872, and \$995,921 in September, 1871. For the first eight months of 1873 the earnings have been \$10,183,178 against \$9,807,444 for the first eight months of 1872, and \$6,916,474 for the first eight months of 1871—an increase this year over 1872 of \$875,734, and over 1871 of \$3,266,704.

¶ The earnings of the Erie Railway Company for the week ending Sept. 30, 1873, were \$432,800, and since July 1, \$5,378,201—an increase over the corresponding period of the previous year to \$447,936.

¶ Mr. Robert V. Dohaney has been engaged by the Annapolis and Elkridge Railroad as Master of Machinery on the road.

¶ The Eastern Railroad of France owns 905 locomotives, 2,386 passenger carriages and 22,066 goods trucks and wagons of various kinds,

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool....	\$2,478,130	\$2,870,605
" cotton....	1,492,261	1,247,509
" silk....	2,009,211	2,168,343
" flax....	973,468	928,069
Miscellaneous dry goods..	622,092	548,125

Total entered for consump. \$7,575,162 \$7,757,651

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$8,251,322	\$1,949,632
" cotton....	758,396	500,970
" silk....	1,359,851	944,449
" flax....	470,900	565,710
Miscellaneous dry goods..	221,068	212,287

Total withdrawn from warehouse \$6,061,532 \$4,173,048
Add entered for consump 7,575,162 7,757,651

Tot. thrown on the market. \$18,636,694 \$11,930,699

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$1,707,557	\$1,467,071
" cotton....	621,012	417,823
" silk....	884,784	563,470
" flax....	588,717	578,781
Miscellaneous dry goods..	142,422	125,101

Total entered for wareh'g. \$8,944,492 \$3,152,246
Add entered for consump 7,575,162 7,757,651

Total entered at the port. \$11,519,654 \$10,909,897
The imports of foreign dry goods at New York for nine months ending with September, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	\$19,722,255	\$20,580,733
" cotton....	17,132,202	16,181,971
" silk....	21,543,641	15,745,444
" flax....	10,114,698	9,051,033
Miscellaneous dry goods.	7,563,529	5,602,356

Total entered for cons'p. \$76,076,325 \$67,161,536

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$15,886,288	\$12,908,927
" cotton....	7,246,590	7,167,560
" silk....	8,276,083	7,789,796
" flax....	5,026,893	5,450,646
Miscellaneous dry goods.	1,654,849	1,509,689

Total withdrawn from warehouse \$38,090,703 \$34,826,518
Add entered for consump. 76,076,325 67,161,536

Total thrown on the market..... \$114,167,028 \$101,988,054

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$17,497,619	\$12,202,039
" cotton....	7,737,092	6,370,876
" silk....	9,468,967	7,016,374
" flax....	5,557,365	4,668,791
Miscellaneous dry goods.	2,115,550	1,474,092

Total entered warehouse. \$42,376,598 \$31,732,172
Add entered for consump. 76,076,325 67,161,536

Total entered at the port. \$118,452,918 \$98,893,708

[F] The last stone of the International bridge across the Niagara river at Fort Erie, was laid on the 2d inst. The bridge is expected to be ready for the passage of trains on the 27th instant.

[F] The extent of new line opened in France from April 1, 1872, to March 31, 1873, was 323 miles. The aggregate length of line worked March 31, 1873, was 11,165 miles.

[F] At a meeting of the stockholders of the Toledo, Wabash and Western Railway, at Toledo, Ohio, on the 1st inst., the following gentlemen were elected directors: John F. Tracy, Sidney Dillon, Milton Courtright, John S. Casement, P. L. Cable, John Ross, J. D. Cox, A. J. Crawford, A. Schell, Kenyon Cox, William L. Scott, George Cecil, E. C. Benedict, John R. Cecil, and S. W. Phelps. After the election the new board organized and elected ex-Secretary of the Interior J. D. Cox as president.

[F] The Lynchburg *Republican* learns that the track layers on the Lynchburg and Danville Railroad have reached Otter River, distant nineteen miles from Lynchburg. This stream will be crossed with a trestle bridge, the work on which will be urged with all possible expedition, the timbers being all ready to be placed in position.

Statement of the Public Debt of the United States October 1, 1873.**DEBT BEARING COIN INTEREST.**

	Amount	Accrued Interest
5 per cent. bonds, 1858....	\$20,000,000	\$25,000,00
6 per cent. 1881 bonds, 1861....	18,415,000	276,225 00
6 per cent. 1881 bonds (Oregon), 1861....	945,000	14,175 00
6 per cent. 1881 bonds, 1861....	189,321,350	2,839,820 25
6 per cent. 5-20 bonds, 1862....	187,932,550	4,698,313 75
6 per cent. 1881 bonds, 1863....	75,000,000	1,125,000 00
5 per cent. 10-40 bonds, 1861....	194,567,300	810,697 08
6 per cent. 5-20 bonds, 1864....	946,600	23,665 00
6 per cent. 5-20 bonds, 1864....	58,185,000	1,454,825 00
6 per cent. 5-20 bonds, 1865....	152,842,750	3,821,068 75
6 per cent. consols, 1865....	202,759,250	3,041,388 75
6 per cent. consols, 1867....	311,178,700	4,687,680 50
6 per cent. consols, 1868....	37,474,000	562,110 00
5 percent. funded loan of 1881	274,000,000	2,233,333 33

Aggregate of debt bearing coin interest..... \$1,723,567,500 \$25,868,102 41

Interest due and unpaid 5,712,958 22

	Amount	Interest
3 per cent. navy pension fund, 1868....	\$14,000,000	\$105,000
4 per cent. certificate of indebtedness of 1870....	678,000	2,260 00

Aggregate of debt bearing interest in lawful money.... \$14,678,000 \$107,260 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665	\$64,174 81
5 percent. Mexican indemnity stock, 1846....	1,104 91	85 74
6 per cent. bonds, 1847....	1,850 00	22 00
6 per cent. bounty land scrip, 1847....	3,500	226 60
5 per cent. Texas indemnity bonds, 1850....	174,000	9,450 00
5 per cent. bonds, 1860....	10,000	625 00
6 per cent. 5-20 bonds, called 1862....	14,435,450	170,765 43
10 to 6 per cent. treasury notes, prior to 1846....	82,575	2,670 76
10 to 6 per cent. treasury notes, 1846....	6,000	206 00
6 per cent. treasury notes, 1847....	950	57 00
3 to 6 per cent. treasury notes, 1857....	2,000	108 00
6 per cent. treasury notes, 1861....	3,150	378 00
3-10 per cent. 3 years' treasury notes, 1861....	19,250	1,449 05
5 per cent. 1 year notes, 1863....	81,885	4,106 35
5 per cent. 2 year notes, 1863....	56,350	3,819 67
6 per cent. compound interest notes, 1863-64....	464,190	92,561 30
3-10 per cent. 3 years' treasury notes, 1864-65....	267,880	22,429 69
6 per cent. certificates of indebtedness, 1862-63....	5,000	313 48
4 to 6 per cent. temporary loan, 1864....	78,580	7,343 80
3 per cent. certificates called....	5,000	394 31

Aggregate of debt on which interest has ceased since maturity \$15,756,130 26 \$331,177 99

DEBT BEARING NO INTEREST.

	Amount	Interest
Demand notes, 1861-62....	\$79,742 50	
Legal tender notes, 1862-63....	356,000,000	
Certificates of deposit....	11,250,000	
Fractional currency, 1862-3-4....	46,229,391 53	
Coin certificates, 1863....	33,935,400	
Unclaimed interest....	13,664 84	

Aggregate of debt bearing no interest..... \$447,494,634 03 \$13,664 84

RECAPITULATION.

	Amount Outstanding.	Interest
Debt bearing interest in coin, viz:		
Bonds at 6 per cent....	\$1,235,000,200 00	
Bonds at 5 per cent....	488,567,300 00	

\$1,723,567,500 00 \$31,581,060 63

Debt bearing interest in lawful money, viz:

	Amount	Interest
Certificates at 4 per cent....	678,000 00	
Navy pension fund, 3 per cent....	14,000,000 00	

\$14,678,000 00 107,620 00

Debt on which interest has ceased since maturity....

15,756,130 26 331,177 99

Debt bearing no interest, viz:

	Amount	Interest
Old Demand and legal-tender notes....	\$356,079,742 50	
Certificates of deposit....	11,250,000 00	

\$46,229,391 53

Coin Certificates....

33,935,400 00

\$477,494,534 03**Unclaimed interest....**

13,664 84

Total debt, principal and interest, to date, including interest due and unpaid....

\$2,201,496,164 29 \$32,088,523 46

Steam on the Canals.

We believe the time is near at hand when the final trial is to be made of the numerous devices for more rapid transit on our canals.

As at present advised we don't think the prize offered by the State for the best method has been earned by anybody.

We understand the manipulators of the Baxter scheme are going to make another desperate effort to capture the award of \$100,000.

Can anybody tell us what there is about the Baxter machine that entitles it to serious consideration?

In our opinion the time should be extended for further and more effectual competition.

And by the bye we call upon our friend, E. MYERS, Esq., now sojourning in this city, to come forward and help us if possible in this emergency. If we are not mistaken, he stands at the top of the engineering profession in London, is perfectly familiar with all the European styles of Canal transit, and, "blue blooded Briton" though he be, surely will not feel himself above lending a hand toward solving this most difficult canal problem—and more especially as the little matter of £20,000, is to be the reward of the successful inventor.

New York, Oct. 5th, 1873.

To THE EDITORS AMERICAN R. R. JOURNAL:

I am engaged in constructing a line of railroad in one of the Western States, something over two hundred miles in length, and am continually making purchases of various kinds of railroad supplies.

I have carefully looked over the columns of the JOURNAL with a view of ascertaining the best kind of truck for freight and passenger cars, the most approved self-coupling device, and also the best and most effective car brake in use.

Seeing nothing of the kind advertised, I wish to inquire if you can furnish me the desired information respecting the articles named, and oblige

Truly Yours,

E. M.

The writer of the foregoing letter is a gentleman with whom we are personally well acquainted, and he is one of the most reliable, soundest business men in the country. Whatever kind of railroad supplies should be deemed best and accepted by him, would doubtless be adopted by some 6 or 8 other roads building or about commencing in his State. And here, again, is a most forcible proof of the great utility of advertising all such things in the columns of such journals as are read by all railroad people.

At the annual meeting of the stockholders of the New York, Providence and Boston Railroad Company, held at Stonington, Conn., on the 30th ult., the report of the directors for the year ending Aug. 31, was submitted. It showed that the receipts for that period from the business of the road were \$938,681, and the current expenses \$550,811, making the net earnings \$383,319. Dividends and interest to the amount of \$272,825 were paid, leaving a surplus of \$110,494. The general balance sheet, which includes bonds sold and new stock issued, shows a total of receipts of \$1,202,985, and expenditures equaling the same, with the exception of \$29,066 cash on hand. The business of the road shows a large increase over the year 1872.

Worcester County Railroad.

The third annual statement of the Worcester County, Maryland, Railroad Company (extension of the Salisbury and Berlin Railroad to Snow hill), has just been made public. The statement covers the operations of the road for ten months and twenty days, and shows the net earnings to have been \$2,335 26 $\frac{2}{3}$. The gross earnings were \$10,029 40 $\frac{1}{2}$, and the aggregate expenses \$7,694 18 $\frac{1}{2}$, of which \$7,111 11 $\frac{2}{3}$ were paid the Washington and Potomac Company for operating the road. Some idea of the value of the road may be inferred from the outlet which it has furnished for the products of the country through which it passes. There were shipped of grain 21,931 bushels; of lumber 1,505,200 feet; of berries 39,510 pounds; of oysters 18,262 bushels, and other things in like proportion. There are few of the old Peninsula Railroads which can show a better annual statement than this. When we remember that there are but three stations on the road the statement is surprising.

Illinois Central Railroad.

The statement of this Company for the month of September, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands	Sold	2,633.44	for	\$21,369 03
Acres Interest Fund Lands	Sold .....	.....	for	.....
Acres Free Lands Sold...	120.00	for	.....	1,080 00
Total sales during the m'th				
of September, 1873....	2,753.44	for	.....	\$22,449 03
To which add Town Lot				
Sales.....	.....	for	.....	70 00
Total of all.....	2,753.44	for	.....	\$22,519 03

Cash collected in Sept., 1873..... \$45,958 49

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

In Illinois.	In Iowa.	Total.
707 Miles.	402 Miles.	1,109 Miles.
Freight....	\$426,702 00	\$144,370 00
Passengers..	125,211 35	48,514 20
Mails.....	6,375 00	3,059 24
Other sources	119,625 00	2,555 76
		122,180 76

Tot'l Sept.'73 \$677,918 25 \$198,499 20 \$876,412 55

Total actual earn'gs, Sept., 1872..... \$578,489 24 \$166,292 99 \$744,782 23

The Staunton (Va.) *Vindicator* gives the following as the present condition of the Valley Railroad: "The directors have resolved to build the line to Salem as they did the line from Harrisonburg—that is, the heavy work first and the light work last—and with this view the light parts of the work are not put under working orders, and contractors for them cannot go on. It is stated that the company favorably considers the idea of building the road twenty-four miles to Fairfield, and putting it in running order right away. This would involve the expenditure of \$1,000,000 in this section. It is hardly likely any important move will be made, however, until the financial crisis is over. The company propose to adhere to their original intention of finishing the whole road to Salem in three years."

The tax of three Prussian pennies, hitherto levied upon every newspaper sent from this country to Germany, being in direct contravention of the postal treaty between the two countries, is no longer to be enforced.

Preservation of Sheet Iron.

The direction of the Government Railroads of the Netherlands has published the results of some experiments in regard to the preservation of sheet iron used in railroad bridges. From thirty-two sheets half were cleaned by immersion for twenty-four hours in diluted hydrochloric acid; they were then neutralised with milk of lime, washed with hot water, and while warm dried and rubbed with oil. The other half was only cleaned mechanically by scratching and brushing. Four of each kind were then equally painted with red lead, and with two kinds of a red paint of oxide of iron, and with coal tar. The plates were then exposed to the weather, and examined after three years. The result was: (1) That the red lead had kept perfectly on both kinds of plates, so that it was impossible to say if the chemical cleansing was of any use. (2) That one kind of iron oxide red paint gave better results on the chemically treated plate than on the other; in fact, a result equal to that of the plate painted with red lead, while the other kind of iron oxide red gave not very good results on the plates when only scratched and brushed. (3) That the coal tar was considerably worse than the paint, and had even entirely disappeared from those iron sheets which had not been treated chemically, but only cleaned by brushing.—*Engineer.*

During the nine months since the opening of the Chesapeake and Ohio Railroad there have been opened on its line seventeen coal mines, seven iron ore beds, and twelve iron furnaces. The furnaces already built, or to be early completed, represent an annual production of about 120,000 tons of pig iron, and to convert the ore into rails or other manufactured iron will be required a consumption of nearly 1,000,000 tons of coal.

The change of gauge on the Grand Trunk Railway of Canada was completed on the 4th inst. over the entire line, and the trains resumed their regular trips on the 6th. The International bridge at Buffalo will be completed on the 27th, after which trains can pass between Canada and the Eastern and Western States.

FOR SALE.

TWO (2) NEW PASSENGER CARS—47 feet long—low price—can be seen at

Philadelphia Car Works.

31st and Chestnut St.,
PHILADELPHIA.

NICKEL

AND

SILVER PLAITING,

Bronzing and Coppering

IN ALL STYLES BY

A. W. LADD,
5 Dey St., Room 7, N. Y.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 78 passenger—price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD
5 and 7 DEY STREET NEW YORK

LANSDELL'S Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Siphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

LENG & OGDEN,
IRON AND STEEL DEALERS & IMPORTERS,
No. 4 FLETCHER STREET, NEW YORK.

Sole Agents for Credenda Steel Gun Barrels and Moulds, and the Cold Drawn Patent Weldless Steel Tubes.

NEW JERSEY STEEL AND IRON COMPANY,
TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

MAKERS OF

ROLLED IRON BEAMS,
CHANNEL BARS, TRENTON STEEL TOP RAILS, &c. ALSO,
THE MARTIN STEEL!

The best and cheapest material for FIREBOX PLATES, and all Machinery uses

A. W. LADD,

NO. 5 DEY STREET, NEW YORK,

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

All the leading Telegraph Companies in the United States.



WELLAND CANAL ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next, For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Race ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6, and 7, are situated between Port Dalhousie and St. Catharines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY-FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.
Secretary.

Department of Public Works, {
Ottawa, 4th Sept., 1873. }

Established 1820.

William J. Young & Sons,
SUCCESSIONS TO

WM. J. YOUNG, WM. J. YOUNG & CO.,
WM. J. YOUNG & SON,

MATHEMATICAL & ENGINEERING
Instrument Manufacturers,
AT THEIR OLD LOCATION
42 NORTH SEVENTH STREET,
PHILADELPHIA,
Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

VOLUTE**RUBBER CENTER SPIRAL,**

Compound Spiral,

INDIA RUBBER,**DINSMORE NEST SPIRAL,**

AND OTHER

Railway Car Springs;

ALSO IMPORTERS OF AND DEALERS IN

General Railway Supplies,

No. 32 WARREN, cor. of Church Street,

NEW YORK.

52 Fifth Avenue, Chicago.

720 North Second Street, St. Louis.

HARRISBURG FOUNDRY

—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

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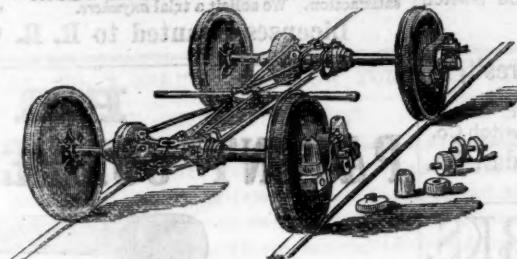
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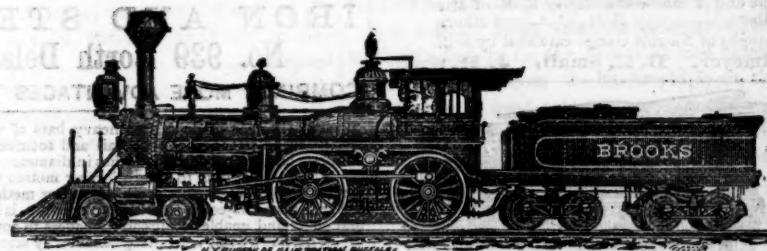
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BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

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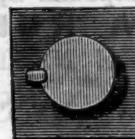
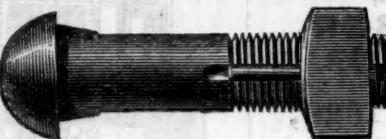
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Manufacturers of all kinds of BOLTS for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

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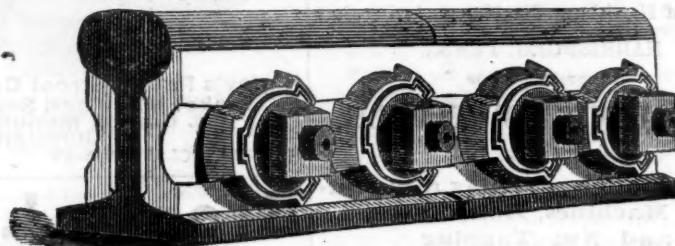
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Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S
PATENT COMPENSATING FISH-JOINT,

MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chain underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

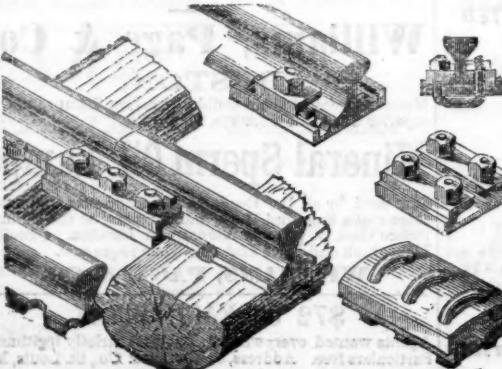
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.